REGISTERED No. 17—1874.

The Bombay Gazette.

No. 7,889.—New Series. BOMBAY :—TUESDAY, MAY 19, 1874.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Bombay Gazette* will for the future be as follow :—

To Subscribers in Bombay—*Delivered free.*

In Advance.		*In Arrear.*	
For Annum	Rs. 48	Per Annum	Rs 60
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To Subscribers Up-country.

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Ten Lines and under—

First insertion	Rs. 5
Second do.	„ 2 8
Third do.	„ 2 8
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LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do.	4½ „ „
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In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable me special contracts may be made.

All Advertisements are charged according to the space occupied in Nonpareil, or the smallest type, 12 lines of which go to the inch.

Domestic Occurrences : Each—Rupees 2.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette.*"

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship "BURMAH," 1,681 Tons, 142 H.P., Commander T. Sanders, will be despatched on THURSDAY, the 28th May 1874, at 4 P.M.

May 1874.		June
Leaves BOMBAY	28	Leaves Madras	12
„ Carwar	30	„ Coconada	12
„ Narrakal	June 3	„ Vizagapatam	15
„ Alleppy	3	„ Bimlipatam	15
„ Tuticorin	4	„ Kidderpore	16
„ Colombo	6	„ False Point	17
„ Galle	7	Arrives at CALCUTTA	19
„ Nerapatam	8		

Cargo for Singapore and China can be booked by the Steamers on this line hence or from intermediate ports for transhipment at Galle to the Messageries Maritime Company's Steamers, which run regularly.

During the South-west Monsoon, viz., from 17th May 1874, to the end of August exceptins at Carwar, it is uncertain whether communication can be maintained with the ports on the Malabar Coast. The Steamers will therefore call at these ports weather permitting. Passengers can almost always be landed at Narrakal, six miles north of Cochin, and at Alleppey.

M.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, via KURRACHEE.

Interchanging Cargo and Passengers at Busreh, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, BUSHEH, and occasionally at BAHREIN, KOWEIT, and MAHOMERAH.

The s. s. PUNJAUB, 1,080 Tons, 200 H.P., Commander J. R. Gavin, will be despatched on FRIDAY, the 22nd May, 1874, at 2 P.M.

May 1874.		June 1874.
Leave BOMBAY	22	Leave BUSREH	10
„ Kurrachee	26	„ Mahomerah	10
„ Guadur	29	„ Fao	10
„ Muscat	29	„ Koweit	12
„ Bunder Abbas	31	„ Bushire	12
„ Linga	June 2	„ Linga	15
„ Bahrein	4	„ Bunder Abbas	15
„ Bushire	4	„ Muscat	18
„ Fao	6	„ Guadur	20
„ Mahomerah	6	„ Kurrachee	20
Arrive BUSREH	7	Arrive BOMBAY	26

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the Line from England, will during the fair Season despatch a Steamer to Kurrachee every FRIDAY, at 2 o'clock.

The Steam-ship PUNJAUB, 1,080 Tons, 200 H.P., Commander J. R. Gavin, will be despatched on FRIDAY, the 22nd May 1874, at 2 P.M.

The s.s. KURRACHEE, 510 Tons, 120 H.P., Commander C. C. D. Hutchesson, will be despatched on WEDNESDAY, the 27th May 1874, at 2 P.M.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

FOR LIVERPOOL, VIA SUEZ CANAL.

(To Leave 23rd May.)

THE fine s. s. HUTTON, 2,340 Tons, F. W. Hodges, Commander, belonging to Messrs. Josch Heold & Co., has accommodation of a superior description in the Saloon both on deck, for first-class passengers only, and is fitted with a Ladies' Saloon, Smoking-room, Bath-rooms, Ice-house, and Punkahs.

FARE TO LIVERPOOL.....Rs. 500

Exclusive of Wines and Spirits, which can be had on Board at moderate prices.

For Passage and further particulars apply to

GRINDLAY, GROOM, & Co.
FINLAY, MUIR & Co., Agents.

Bombay, 21st April 1874.

WILSON LINE.

LIVERPOOL VIA SUEZ CANAL.

To leave about 23rd May.

THE s.s. PALERMO, 1230 Tons Register, has excellent accommodation for a limited number of First-class Passengers, and carries a Surgeon and Stewardess.

FARE TO LIVERPOOL, Rs. 500.

Exclusive of Wines and Spirits, which can be had on board.

For Passage and further particulars apply to

GRINDLAY, GROOM, & Co.
W. NICOL & Co., Agents.

Bombay, 24th April 1874.

LIVERPOOL, VIA SUEZ CANAL.

TO LEAVE ABOUT 25TH MAY.

THE new Steamer "SOUTH TYNE," 1,519 Tons, classed 100 A 1 at Lloyd's, built specially for the East India Trade, with Cabins on deck, having accommodation for Twenty Passengers.

Rates of Passage Money.

To Liverpool	Rs. 500
To Suez	200
To Malta	400

exclusive of Wines and Spirits, which can be had on board.

For further particulars apply to

GRINDLAY, GROOM, & Co.
FINLAY, MUIR & Co., Agents.

Bombay, 13th May 1874.

STEAM COMMUNICATION WITH ITALY, *VIA* SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. Bubatino & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA BOMBAY on the 24th, and on the 1st *of each month.*

PASSENGERS RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
To Aden	£22	£15	£8	Without food.
Suez	26	22	14	
Port Said	38	24	9	
Alexandria	39	25	9-10	
Messina	50	34	14	Including Wines
Naples	50	34	14	
Leghorn	50	34	14	
Genoa	50	34	14	
Marseilles (transhipment at Genoa)	52	35	14-10	

Children under 3 years, free of charge. Children not above 10 years, half fare.

NEXT STEAMER FROM BOMBAY :—

"INDIA," to sail on MONDAY, 1st June 1874.

"PERSIA," to sail on WEDNESDAY, 1st July 1874.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For hand-books of information, rates of freight, &c. apply to

C. GRONDONA,
Agent Rubattino Steam Navigation Company,
No. 9 Hummum Street.

Bombay, 1st January 1874.

LIVER PILLS FOR INDIA AND THE COLONIES.

DR. KING'S DANDELION and QUININE LIVER PILLS (without Mercury), are the best remedy for Bile, Wind, Indigestion, Sick Headache, Spasms, Giddiness, Heartburn, Nervousness, Gout, and all disorders of the Stomach and Liver. They combine mildness in operation with the most admirable effects, and as an aperient cannot be surpassed. Manufactured by JAS. RORKE, 47, Mortimer Street, London, W., and sold all over the World by most Chemists and Medicine Vendors, at 2s. 1½d., 2s. 9d., 4s. 6d., and 11s.

COPPER-PLATE PRINTING, ENGRAVING, &c.

VISITING CARDS, Invitation Cards, Wedding Cards and Envelopes, Cheques, Bills of Lading, Offices and Bank Seals, Seals for Stamping Envelopes, &c., engraved to order, and at moderate prices.

Specimens may be seen at the "Bombay Gazette" Office

SHIPPING.

VIA SUEZ CANAL.

On Monday, the 25th May, 1874, at 3 P.M., from Mazagon.

THE P. & O Co.'s s. s. AVOCA, (1,481 Tons, and 250 H.P.) Captain Chas. Fraser, will LEAVE for Southampton as above, carrying H. M.'s Mails, and Passengers and Cargo for that Port, Suez Brindisi, Venice, Marseilles, &c.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal, in their own steamers, or in vessels employed for the purpose.

Cargo for Liverpool will be forwarded either direct or by Steamer to London or Southampton, and thence by rail or steamer.

Passengers are requested to send their heavy baggage to Mazagon on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon, at 3 P.M., precisely, on the day of sailing.

F. D. PARKER,
Acting Superintendent.

Bombay, 18th May 1874.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Monday, the 1st June 1874, at 3 P.M., from Mazagon.

THE P. and O. Co.'s s. s. CATHAY, (2,983 tons and 500 H.P.,) Captain H. T. Burgis, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's Office before noon, on Friday, the 29th May.

F. D. PARKER, Acting Superintendent.

Bombay, 15th May 1874.

EXTRA STEAMER TO LONDON.

SUEZ CANAL ROUTE.

THE P. & O. S. N. Company will DESPATCH the Steam-ship CHINA (2,010 Tons, and 420 H.P.,) as an EXTRA STEAMER to LONDON on SATURDAY, the 23rd instant.

For Freight and Passage apply to

F. D. PARKER, Acting Superintendent.

Bombay, 12th May 1874.

CONSIGNEES of CARGO per s.s. PARANESE, arrived from LIVERPOOL, are required to SEND their BILLS of LADING and DELIVERY ORDERS for our inspection and counter-signature, and to TAKE DELIVERY of their respective GOODS from the Bunders. No Claim will be admitted for damage or short delivery under any circumstances unless passed by the Captain before departure of the Vessel.

W. & A. GRAHAM & Co.,
Agents s.s. Paranese.

Bombay, 16th May 1874.

BY ROYAL COMMAND.

JOSEPH GILLOTT'S CELEBRATED STEEL PEN.

By all Dealers throughout the World.

SALES BY AUCTION.

DINSHAW HORMUSJEE & COMPANY, No. 13, APOLLO STREET.

THE ANNUAL CLEARANCE SALE of the surplus Stock of Messrs. Soondy and Co., at their Shop in Hummam Street.

Messrs. DINSHAW HORMUSJEE and Co. have received instructions from Messrs. Soondy and Co., to sell by Public Auction, THIS DAY, TUESDAY, the 19th instant, at 1 p.m., at their shop in Hummam Street, Fort, the surplus stock and sample cane garment goods, consisting of opera glasses, magic lanterns, photo ware, in ivory, jewellery, musical boxes, concertinas, pianos, oliographs, pictures, mouldings, stationery cases, cash boxes, bicycles, harmonium, handsome flower vases, wire dish covers, lady's work-boxes, creeper vases, gilt and marble clocks, liqueur case, China jars and flower-pots, leather bags, electric and ice machines, stationery cases, letter scales with weights, Japan tin cash-boxes, carriage lamps, photo-graphic lens large and small albums, ink stands, date dials, six chamber revolver, English wooden jegs, finger rings, passports, Cutch work silver penholders, light holders, thimbles, cooking stove, railway rugs, coquet purse, gilt moulding, shew cases, clothes pegs, writing-table, chair, &c., &c., and a variety of other articles, &c.

The property is now on view.

AUCTION SALE of valuable Household Furniture, a fine mahogany Semi-grand Pianoforte by Broadwood and Son, Carriages, Horses, Books, Plants, &c., at No. 70, Malabar Hill.

On TUESDAY, the 26th instant, at 1 o'clock P.M., Messrs. DINSHAW HORMUSJEE and Co. are instructed to sell by public auction, at the above-mentioned place, the property of the Estate of the late Arthur S. Dyke, Esq., deceased; the same comprises a set of teakwood French polished dining table, dining-room arm-chairs, an English carved cushioned with mohair, plated and brass round-bottomed mosaic, French polished circular, pier, and card tables, drawing-room easy and low chairs, half-backed couch, English Brussel carpet, a fine inlaid mahogany semi-grand pianoforte by Broadwood (excellent order), iron-painted bedsteads, dressing and wash-hand tables, cheval glass, glass-door cupboards, wardrobes, almirah, chests of drawers, teapoys, carved screen, a single-barrelled rifle in case, cane matting, copper cooking utensils and dispense articles.

AT 2 P.M.

One light double-seated phaeton, with lamps, pole, &c., by Simpson of Madras.

One set of brass mounted double harness, one single, seated light Victoria Brougham with lamps, cushion, &c., by Cuthbert & Co.

One Grey Arab Brougham horse two sets of plated single Harness, a Chesnut Riding Horse; three Gentlemen's saddles and bridles, a few dozens of best Sherry, Amontillado and Claret, choice pickles in tubs and pots, books, &c., &c.

Catalogues of the full details will be published, and the property will be on view 4 days previous to the day of sale.

AUCTION SALE of valuable Household Furniture, Plated, Glass and Porcelainware, 6, 8, 10 and 16-lights Crystal cut Glass Chandeliers, Table and Hanging Argand Lamps, Single and Double-branched Wallbrackets, handsome English and Brussa Carpets, a first-rate full-sized slate Billiard Table, rich Engravings in maple and gilt frames, Silver articles, and a collection of valuable Books, &c., at the Bungalow of the late Mr. Dhunjeebhoy Cursetjee Shroff at Gowalia Tank.

On THURSDAY, the 28th instant, and the day following, at 1 p.m., each day, Messrs. DINSHAW HORMUSJEE and Co. have received instruction to sell by Public Auction, at the above-named place, the valuable Household Furniture, &c., the property of a deceased Gentleman, comprising glass and crockery wares, plated and silver articles, a set of backwood cane dining tables, dining-room chairs, sideboard, telescopic jackwood and teakwood tables, drawing-room, carved, conversation, divan and sofa couches, drawing-room and easy chairs, circular, pier, and card tables, chiffonees, bookshelves, round teapoys, blackwood music stands, mirrors, rich Kug-lish and Brussels carpets, 6, 8, 10, and 16 light crystal cut-glass chandeliers, table and hanging argand lamps, plated candlesticks, pairs of single and double branched wallshades, a first-rate full-size mahogany slate billiard table with balls, cues, &c., by Bennett, carved plate-glass cupboards, chest of drawers, a carved 4 post bedstead, camp cots, vases, figures and ornaments, a large musical box and stand, a correct-going 8 day clock, by James McCabe, Royal Exchange, London, wardrobes, rattan and folding arm-chairs, engravings in gilt and maple frames, a collection of valuable English and Guzratti books and other miscellaneous articles, &c.

No Catalogues, and the property will be on inspection six days previous to the day of sale.

DINSHAW HORMUSJEE & Co.

Bombay, 19th May 1874.

SADANUND SHRICRISTNAJEE AND CO.

SALE OF WOODEN SPARS.

TO-MORROW, WEDNESDAY, the 20th instant, Messrs. SADANUND SHRICRISTNAJEE and Co. will sell by Public Auction, at 3 p.m., at Tank Bunder, close to the Saw Mill, on account and at the risk of the Mortgagor Dorabjee Burjorji Mistry, by order of the Mortgagee Jomanjee Dhunjeebhoy Mistry.

2 Wooden Spars.

SADANUND SHRICRISTNAJEE & Co.

Bombay, 19th May 1874.

NEW ADVERTISEMENTS.

TO-DAY, TUESDAY, AT ONE O'CLOCK.

WILL BE SOLD AT SOUNDY & Co.'s CLEARANCE SALE TO THE HIGHEST BIDDER.

A GIANT MICROSCOPE, with Lime-light apparatus, Electric Batteries, a collection of Subjects, &c., &c.

A POWERFUL MICROSCOPE, suitable for Medical purposes.

THEATRICAL SCENERY and PROPERTIES.

PHANTOM BICYCLES, with Rubber Tyres.

PIANOS and HARMONIUMS.

SEWING MACHINES.

PICTURES and PICTURE FRAMES.

JEWELLERY and FANCY GOODS.

BAROMETERS, MAGNETIC MACHINES.

BINOCULARS and TELESCOPES.

GLASS SHOW CASES, &c., &c., &c.

CHAMBER OF COMMERCE.—NOTICE.—A SPECIAL/GENERAL MEETING of the MEMBERS of the CHAMBER of COMMERCE will be held on TUESDAY the 26th instant, at 12 Noon, at the Offices of the Chamber, to transact the following business :—

1. To elect a Chairman in the place of H. E. Bright, Esquire, left Bombay.

2. To appoint a Secretary in the room of the late James Taylor, Esquire.

3. To consider the question of the despatch of the English Mails after the Monsoon.

The attendance of Members is particularly requested.

By Order of the Committee,
E. LORD, Deputy Chairman.

Bombay Chamber of Commerce, 13th May 1874.

CLARENDON HOTEL, MATHERAN.—Mr. Da Douza begs to inform VISITORS to MATHERAN, that he has lately built a very spacious BUNGALOW attached to the Hotel, which, besides the advantage of a comfortable accommodation, presents a beautiful and distinct view of Bombay. These are THREE SEPARATE BUNGALOWS, besides the ABOVE, which are commodious and very convenient for Families.

Terms Moderate.

THE NEW GREAT EASTERN SPINNING AND WEAVING COMPANY, LIMITED.

NOTICE OF TENDER FOR THE SUPPLY OF COALS.

SEALED TENDERS for the SUPPLY of best WEST HARTLEY STEAM-COAL to the Mill of the New Great Eastern Spinning and Weaving Company, Limited, are hereby invited, up to NOON of SATURDAY, the 30th instant, and will be received on and up to SATURDAY, the 30th instant, and will be received on and up to SATURDAY, the 30th instant, at the Office of the Company, No. 1, Church Street, where may also be learnt, on application, full particulars of the conditions on which the Coal is will have to be delivered.

The Company does not bind itself to accept the lowest or any Tender.

By Order of the Board of Directors,
MUNCHERJEE NOWROJEE BANAJEE,
Secretary.

NEW ADVERTISEMENTS.

THEATRE ROYAL, GRANT ROAD.

MISS CARRY GEORGE'S DRAMATIC AND BURLESQUE COMPANY.

TUESDAY, 19TH MAY.

ROBERTSON'S GREAT COMEDY,

SCHOOL.

WEDNESDAY, 20TH MAY.

SHAKESPEARE'S MERCHANT OF VENICE,

AND

MR. AND MRS. WHITE.

THURSDAY, 21ST MAY.

NINE POINTS OF THE LAW, AND THE NEW BURLESQUE OF CINDERELLA.

FRIDAY, 22ND MAY.

VALET-DE-SHAM AND BURLESQUE OF CINDERELLA.

PRICES OF ADMISSION.

DRESS CIRCLE	Rs. 5	UPPER CIRCLE	Rs. 2
STALLS	„ 3	PIT	„ 1

Tickets to be had at SOUNDY & Co., where a Plan is on view.

Doors open at 8½; commence at 9.

TO BE LET, a FIRST STOREY & GODOWN of a spacious House, having Velar Water, and good Seabreeze, situated at Small Colaba, 56, Tamarind Street, opposite Messrs. Remington and Co.'s Cotton Screws, House No. 120. For further particulars app y to MANOCKJEE NOWROJEE, Meadow Str et, No 32, Fort, or at No. 127, Small Colaba.

MR. T. E. DeCRUZ,

BAZAAR SUPPLIER & GENERAL PURVEYOR, CONTRACTOR FOR PUBLIC BREAKFASTS, DINNERS, AND SUPPERS,

Crawford Market, No. 9, (Near Fowl Depot,)

Commission only 5 per Cent. on all Purchases.

MR. DeCRUZ begs to inform the Nobility and Gentry of Bombay, that he has been for a long period connected with the above Business, and is in a position to purchase Bazaar articles of every description on most reasonable terms. From long experience he is enabled to regulate his selections according to the taste and requirements of his Constituents, for whom he will secure the best qualities of articles.

Bachelors will insure a large saving by employing Mr. DeCruz.

Mr. DeCruz also begs to state that by his constant endeavours, the excellence of his supplies, the moderation of his charges, and his unremitting attention to the wishes of his Customers he hopes to ensure and retain that patronage and support which he now respectfully solicits.

THE POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.

The Medical Examiner, SIDNEY SMITH, Esq., M.D., will see Applicants at his own house, Nesbit Lane, Mazagon, daily, between 9-30 and 11 A.M., or in the Fort, by appointment, at 1-30 P.M.

BOMBAY OFFICE:
TREACHER'S BUILDING.

WHOLE-WORLD POLICIES :
UNCONDITIONAL AND INDISPUTABLE.

A UNIFORM RATE OF PREMIUM FOR THE WHOLE WORLD, AND FOR ALL PROFESSIONS OR EMPLOYMENTS.

NO ENTIRE FORFEITURE OF POLICIES, AND LAPSED POLICIES REVIVED WITHOUT FINE.

SURRENDER VALUE OF POLICIES (BEING 40 PER CENT. OF PREMIUMS PAID), FIXED AT TIME OF EFFECTING THE ASSURANCE.

POSITIVE NOTES OR PAID-UP POLICIES ISSUED ON EACH PAYMENT OF PREMIUM BEING MADE.

80 PER CENT. OF PREMIUMS INVESTED IN GOVERNMENT PAPER, IN TRUST FOR POLICY-HOLDERS, AND LODGED WITH OFFICIAL TRUSTEE TO MEET CLAIMS.

YEARLY RATES OF PREMIUM ON AN ASSURANCE OF Rs. 1,000.

Age next Birthday.	5 PREMIUMS. Amount of Positive Note for each Premium paid, being one-fifth part of each Rs. 1,000 Assured. Rs. 200.			10 PREMIUMS. Amount of Positive Note for each Premium paid, being one-tenth part of each Rs. 1,000 Assured. Rs. 100.			15 PREMIUMS. Amount of Positive Note for each Premium paid, being one-fifteenth part of each Rs. 1,000 Assured. Rs. 66-10-8.			Age next Birthday.
	Rs.	as.	p.	Rs.	as.	p.	Rs.	as.	p.	
20	21	1	4	42	14	8	39	6	0	20
25	28	8	0	54	4	8	52	8	0	25
30	106	12	8	58	12	0	43	1	4	30
35	116	2	8	64	2	0	47	2	8	35
40	129	10	0	70	4	0	54	13	4	40
45	146	5	4	77	4	0	57	9	4	45
50	151	6	8	85	5	4	61	7	4	50
55	166	4	8	95	7	4	73	11	4	55
60	184	6	8	108	15	4	86	19	8	60

Age next Birthday.	20 PREMIUMS. Amount of Positive Note for each Premium paid, being one-twentieth part of each Rs. 1,000 Assured. Rs. 50.			25 PREMIUMS. Amount of Positive Note for each Premium paid, being one-twenty-fifth part of each Rs. 1,000 Assured. Rs. 40.			30 PREMIUMS. Amount of Positive Note for each Premium paid, being one-thirtieth part of each Rs. 1,000 Assured. Rs. 33-5-4.			Age next Birthday.
	Rs.	as.	p.	Rs.	as.	p.	Rs.	as.	p.	
20	23	12	0	25	15	4	23	8	8	20
25	32	6	8	28	5	4	25	12	0	25
30	35	7	4	31	2	0	28	6	8	30
35	39	4	0	34	6	8	31	10	0	35
40	43	4	0	38	7	4	35	11	4	40
45	48	6	8	43	10	0	41	0	8	45
50	53	4	0	50	8	0	48	5	4	50
55	61	8	0	60	6	8	58	12	8	55
60	78	0	8	74	12	8	73	13	4	60

ASSURANCES EFFECTED In Five Different Forms.

WHOLE LIFE POLICIES, With Payment of Premiums ceasing, at the option of the Assured, After 5, 10, 15, 20, 25, or 30 Years.

WHOLE LIFE POLICIES, With Premiums payable during continuance of Life.

POLICIES FOR JOINT LIVES, Payable at decease of the First which shall fail of Two Lives.

POLICIES FOR SHORT TERMS, Of from 1 to 10 Years.

ENDOWMENT POLICIES, Payable at 50, 55, 60, or 65 years of age, or earlier in the event of death.

Prospectuses, Tables of Rates, full Copy of Opinions of Lord Sandhurst and Dr. Mouat, and all necessary information may be obtained on application to the Agents.

BOMBAY BRANCH:
TREACHER'S BUILDING.
GADDUM & Co.,
Agents for Bombay.

SPECIAL SHORT ADVERTISEMENTS.

BACON & CHEESE IN CUT at BAPTY'S, 13 annas p r lb. HAMS (whole) 14 annas per lb.

HINDOSTAN SOLID IVORY CURIOSITIES FOR SALE. Apply to D. CURSETJEE MAJOO, 27, Meadow Str et, opposite to the Oriental Bank.

WANTED, a thoroughly efficient NURSE for the month of August. Address, enclosing copies of Testimonials, "W.," care *Gazette* Office.

FOR SALE, a serviceable PEGU PONEY, to be sold cheap, for Owner leaving Bombay.—Apply at the Byculla Commission Stable.

VIRGIN CORK.

FOR FERNERIES, ROCKWORK, ARBOURS, WINDOW BASKETS, FLOWER STANDS, GROTTOS BRACKETS, CASCADES, and for covering old walls; also as a protection from the rays of the Sun.

THE LONDON AND LISBON CORKWOOD COMPANY, Limited, of 28 Upper Thames Street, London, will execute orders for VIRGIN CORK, packed in Canvas, on the following terms :—

Cost and Freight to Bombay 50 shillings per cwt., payment by Draft at sight on a London House, in Exchange for Bill of Lading

NEW HATS FOR THE HILLS.

		Cash. Rs.	a.	Credit. Rs.	a.
Blandford	High Flat Crown	7	8	8	8
Tiverton	Stiff Felt				
Lonsdale	High Round Crown	7	0	8	0
Whitby	Half Stiff				
Torquay	High Flat Crown	7	8	8	8
Argyle	High Round Crown				
	Half Stiff Crown				
Ryde	Low Soft Crown	6	8	7	8
Dress Hats	Lincoln Bennett & Co.'s	14	0	16	0
Best Drab	Manufacture	11	8	13	0
Dress Hats	Asquith and Co.'s Extra	13	8	14	0
Full Drab	Light	8	8	10	0
Tweed Travelling Caps		3	8	4	0
Scotch Caps "Glengarrys"		5	0	6	0

HELMETS FOR THE HOT SEASON.

	Cash. Rs.	a.	Credit. Rs.	a.
Asquith & Co.'s celebrated Shooting Hat, made of Cork on Felt B dy covered with best white Drill, Waterproof, Low Crown, wide Brim	13	8	15	0
The above shape, in a special quality, of extra substance, a protection against any sun	16	0	18	0
White Regulation, manufactured without India Rubber	14	8	16	0
Extra quality, very stout	16	0	18	0
Chains and Spikes for the above, of best triple Gilt, very superior quality	15	0	17	0
Drab Felt Hunting Helmets, Low Crown, wide Brim	8	8	10	0
Drab Felt Helmets, with Patent, Inner adapting band to fit any shaped Head,				
Double Felt throughout	18	0	21	0

ASQUITH & COMPANY.
THE OVERLAND KIT WAREHOUSE.

MILLINERY ESTABLISHMENT.

MRS. LAKE,

MILLINER, DRESS MAKER, OUTFITTER, SILK MERCER, &c.

ESTABLISHED IN 1851.

UXBRIDGE HOUSE, 7, CLARE ROAD, BYCULLA, BOMBAY.

HOUSES, &c., TO LET.

TO BE LET, a lower-roomed comfortable BUNGALOW, No. 153, in Middle Colaba, recently vacated by Major-General J. S. Hough. For Rent and particulars apply to Mr. PESTONJEE MERWANJEE TUBACK, at No. 116, Tardeo Road.

NOTICES.

NOVELTIES FOR PRESENTATION TO FRIENDS AT HOME.

HAMILTON & Co.,

JEWELLERS, &c., OF CALCUTTA,

Maintain in their Show-rooms Stocks of Articles of

INDIAN MANUFACTURE.

Emanating from their own Manufactory, as well as from various native centres of industry, and expressly selected with a view to their suitability for

PRESENTS TO SEND TO EUROPE.

To satisfy inquirers after articles of such make entirely, an assortment of each of the following has been placed on view at their BRANCH ESTABLISHMENT, BUCKLAND STREET, BOMBAY.

RICH TRICHINOPOLY GOLD JEWELLERY,

Of rich colored Gold, elaborately chased in the usual well-known style, and consisting of Bracelets, Brooches, Earrings, Lockets, Crosses, Studs and Shirt Buttons, &c., &c.

CUTTACK SILVER JEWELLERY,

Which is a special manufacture of some districts in Eastern Bengal, and which is particularly worthy of attention on account of its exquisite Lace-like pattern and pure frosted white color.

GOLD-MOHUR OR COIN JEWELLERY,

Consisting of elegant and useful Ornaments, made up to order of Indian Gold Coins.

CASHMERE SILVER GOODS,

Made to our especial order in Cashmere itself, of pure Silver, and richly gilt with pure Gold.

The ornamentation of these beautiful goods is in a style peculiar to the Artizans of the *Hoppy Valley.* The delicate and elaborate chasing, which is further brought into prominence by being richly gilt, suggest the well-known Fine-ripple pattern so fashionable in Cashmere Shawls. The List comprises *Scarves* and *Claret Jugs, Tumblers, Mugs, Goblets, Salvers, Tankards Mejhaeers, Napkin Rings, Crosses, Pendants, &c.*

TIGER CLAWS,

Mounted in rich gold, as Bracelets, Brooches, Earrings, Necklets, &c., &c.

Orders respectfully solicited. Discount for Cash.

HAMILTON & Co., Bombay.

WHEELER AND WILSON SEWING-MACHINE MANUFACTURING COMPANY.

THE HIGHEST HONOURS

CONFERRED UPON ANY SEWING-MACHINE COMPANY HAVE BEEN AWARDED TO THE ABOVE COMPANY, AT THE VIENNA UNIVERSAL EXHIBITION OF 1873, IN ADDITION TO THE GRAND MEDAL OF PROGRESS AND THE GRAND MEDAL OF MERIT FOR THE EXCELLENCE AND PERFECTION OF THEIR SEWING MACHINES,

HIS MAJESTY THE EMPEROR OF AUSTRIA

HAS CONFERRED THE IMPERIAL ORDER OF "FRANCIS JOSEPH,"

UPON THE

HON'BLE NATHANIAL WHEELER,

PRESIDENT OF THE WHEELER AND WILSON MANUFACTURING COMPANY OF NEW YORK,

For his Pre-eminent services in Sewing-Machine industry, and his was the ONLY SEWING MACHINE COMPANY recommended by the International Jury for the

GRAND DIPLOMA OF HONOUR

THE following description of Machines always on hand for sale with spare Needles and other Accessories at the Office of the Undersigned.

All Machines warranted. Orders from Up-country promptly executed whenaccompanied with Remittance or Reference for Payment. Each Machine accompanied with a book of reference. Instruction to purchasers gratis.

No. 1	Machine, Polished Mahogany or Walnut Table	Rs. 105
No. 2	Machine, on Polished Table	„ 90
No. 2	Machine, on Polished Table	„ 120
No. 3	Machine, in Unpolished Walnut, Half Case	„ 125
No. 2	Machine, in Polished Mahogany or Walnut, do.	„ 135
No. 1	Machine, in Unpolished Walnut, do.	„ 135
No. 1	Machine, in Polished Mahogany or Wal-ut, do.	„ 140
No. 1	Machine, in Polished Walnut,	„ 165
No. 1	Machine, in Full Case, Mahogany or Walnut Polished	

Hand Machines, Nos. 1, 2, and 3, Rs. 105, 95, and 99.

FAIR MARKET VALUE ALLOWED FOR MACHINES OF OTHER MAKERS EXCHANGED FOR WHEELER & WILSON'S.

BEWARE OF COUNTERFEITS!

None are genuine without the name of the Firm impressed on the *Cloth Plate*—

"WHEELER & WILSON M'F'G. Co., BRIDGEPORT, CONN."

And their Trade Mark on the BED PLATE.

SOLE AGENTS FOR THE BOMBAY PRESIDENCY,

DOSSABHOY MERWANJEE & CO., No. 7, PARSEE BAZAAR STREET.

SUB-AGENTS.

Poona ..... Messrs. Dadabhoy Cowasjee Bootee & Sons.
Surat ..... Sorabjee Eduljee Wadia, Esq.
Jubbulpore ... Messrs. Curseljee & Co.

WHITMORE'S COMPOUND LINIMENT of ARNICA.—A Specific for the cure of Rheumatism, Lumbago, Sciatica, Sprains, Contusions, Weakness of the Joints, Chilblains, &c. It is also an excellent remedy as a stimulating application to the surface of the Chest and Back in Bronchitis, Inflammation of the Lungs, Pulmonary Consumption, and Hooping Cough. When the Liver is inactive

COMMERCIAL INTELLIGENCE.

MONDAY EVENING, 18TH MAY, 1874.

THIS morning's telegram reports the Liverpool Cotton Market as opening quiet but steady, probable sales 15,000 bales, the day's receipts at the American ports being 3,000 bales against 5,000 on the corresponding date last year.

The only other intelligence of a general character is an advance of ¼ in Consols, which are now quoted at 93¼, and a decline of 1/16d. per ounce in Bar Silver, which apparently indicates an easier Money Market in London.

MONEY and EXCHANGE.—The attention of both merchants and bankers having been occupied with the arrival of the China and the departure of the English and China mails there has been little disposition to enter into fresh transactions to-day, and the business in sterling exchange has consequently been very limited. The tendency however has been firmer, and 6 months' sight bills on London must be quoted as follows:—Banks 1s. 11 3/16d. to 1d.; Credits 1s. 11¼d.; Documents 1s. 11 7/16d. per rupee. In Calcutta and China bills we do not hear of any change. The weekly statement of the New Bank of Bombay, which we publish below, exhibits no great change on the week, but, such as there is, shows a more favourable tendency. The alterations in liabilities are—an increase of 11¼ lacs in the Government Treasury Balance, a decrease of 1¼ lacs in Public Deposits, and a decrease in Cash Credits undrawn of 1¼ lacs. On the other side of the account, a decrease in Government Securities of ¼ lac and in Cash Credits of the same amount; an increase in Loans of 1 lac, and a reduction in Discounts of 3¼ lacs; the Cash Balance showing an increase of 1¼ lacs.

In GOVERNMENT PAPER no transactions of any importance are reported, and rates are accordingly as last quoted.

The SHARE MARKET has been very quiet, and generally values are a shade lower. The following are the principal quotations:—

New Bank of Bombay	775
Ditto 2nd Res. Issue	400
National Bank of India	123xd
Colaba Land Company	1,375
Fort Press Co.	4,600
French Press Company	700nl
Alexandra Spinning & W. Co.	1,555
Alliance Spinning & Weaving Co.	2,875
Broach Mills	270
Dhurumsey Spinning	1,775
Jewraj Balloo Mills	1,410
Manockjee Fotit's	1,475
Morarjee Spinning	1,475
Oriental	4,000
Bombay Burmah Trading Company	1,450

COTTON.—The demand to-day has been decidedly less active, and although prices are nominally unaltered sellers would accept a slight decline to induce business.

FREIGHTS continue firm, but for steamers there is rather less enquiry, and £3-8-9 is now the top rate, while £3-5-0 has been done "to arrive." Sailing ships are unaltered at £3-17-6 for ready first class vessels, but the wooden ship East has been fixed for Liverpool at £3-7-6 per ton.

In PIECE GOODS and YARNS there has been nothing done, and prices show no change.

NEW BANK OF BOMBAY (LIMITED).

STATEMENT of the affairs of the New Bank of Bombay (Limited) as on the 16th May, compared with the statement issued on 9th May:—

LIABILITIES.	9th May. Rs.	16th May. Rs.
Proprietors' Capital:—		
First Issue of 10,000 Shares of Rs. 500 each, fully paid	Rs. 50,00,000	
Second issue of do. of Rs. 100 do.	„ 10,00,000	
Do. do. do. paid on Account of Call of Rs. 125 per share	„ 12,26,125	
Reserve Fund, invested in Government Securities	72,26,000	72,26,125
Government General Treasury Balance at Head Office	13,09,000	13,00,000
Do. do. do. at Branches.	36,32,566	49,40,749
Current Accounts, overdrawn	29,80,098	28,49,290
Other Deposits	1,23,77,974	1,11,41,777
Post Bills	25,467	28,859
Cash Credits, undrawn	3,99,202	2,86,925
	Rs. 2,79,41,377	2,77,73,523
ASSETS.		
Government Securities	23,12,895	22,76,422
Cash Credits, on Security of Government Paper Bullion, and Merchandize	8,50,945	7,81,885
Loans, on Security of do. do.	17,83,208	18,64,908
Current Accounts, overdrawn	2,091	1,607
Bills Discounted	1,16,36,029	1,12,84,115
Stamps	5,448	5,501
Dead Stock Rs. 5,03,906 Amount applied in reduction „ 25,000	4,08,906	4,08,906
Bullion	5,473	5,473
Cash Balances with Correspondents	78,423	1,25,031
Cash and Currency Notes	1,08,80,959	1,10,19,505
	Rs 2,79,41,377	2,77,73,523

SHIPPING INTELLIGENCE.

THE SHIP LOCHNESS, 1190 tons, Captain Meiklejohn, arrived in harbour on the 16th instant from Melbourne (March 17th) in ballast; the vessel is consigned to Messrs. Finlay Muir and Co.

THE S. S. PEHLWAN, 51 tons, Captan W. Pead, arrived in harbour on the 17th instant from Coast and Goa with a general cargo and the following passengers:—Mr. J. Gibson and one hundred deck passengers.

THE S. S. PENEDO, 652 tons, Captain J. Cain, arrived in harbour on the 17th instant from Cardiff (April 12th), vis Malta, Port Said, and Aden, with a cargo of 980 tons coal. The vessel is consigned to Messrs. Finlay Muir and Co.

THE P. & O. Co's s.s. VENETIA, 1728 tons, Captain W. C. Angove, sailed yesterday for China, &c., with the China mail and the following passengers:—For Hongkong—Mr. Hajee Abdool Natha. For Shanghai—Mr. E. P. Lalcaca. For Singapore—Mr. Ahmed Hajee Cosman. She carried the following cargo—470 bales cotton, 1,949 chests opium, and sundries.

THE B. I. S. N. Co's s. s. PUNJAUB, 685 tons, Captain J. R. Gavin, arrived in harbour yesterday from Persian Gulf vis Kurrachee with a general cargo and the following passengers:—Lady Howard de Walden and maid, Hon. Miss Ellis, Hon. Mr. Ellis, Col. Marston, Col. Beville, Mr. and Mrs. Evertson and two children, Mr. Masotti, Master Wilkins, Mr. Enken, and forty deck passengers.

THE P. AND O. Co's s.s. BARODA, 1232 tons, Captain G. Almond, arrived in harbour on the 17th instant from Australia, &c., with the Australian mail and the following passengers:—Mr. Lidbetter, Mr. Gastrell, Mr. Tysoe, and Major Cox. She brought the following cargo:—From Sydney—7 cases biscuits, 3 cases meat, 9 casks tallow, 1,116 casks copper and 1 case seeds. From Galle.—400 bags sugar.

THE S. S. PARAENSE, 986 tons, Captain A. Brooking which arrived in harbour on the 15th instan, from Liverpool (April 14th), brought the following cargo:—259 tons coal, 20 cases iron sheets, 1,964 rails, 69 cases window glasses, 4 casks brushes, 24 iron safes, 169 packages machinery, 950 bundles nail rods iron, 8 cases thread, 9 cases oilmanstores, 7 cases glassware, 12 packages weights, 600 boxes tin plates, 1,955 bundles hoops, 5 cases hardware, 64 cases wine, 3 cases clocks, 218 bales twist, 2,111 packages and 1,694 bars iron, 205 packages cotton piece-goods, and many other packages merchandise.

THE P. & O. Co's s.s. CHINA, 1348 tons, Captain C. G. Perrins, arrived in harbour on the 17th instant from China, &c., with the China mail and the following passengers:—From Hongkong to Southampton.—Mr. and Mrs. Paterson, four children, and three servants, and Mr. E. P. Starkey. From Galle to Bombay.—Mr. McDonald and one native. She brought the following cargo:—From Hongkong, 2 boxes gold, 1 box gold leaves, 2 boxes specie, 3,713 packages sugar-candy, 52 packages tea, 142 bales silk, 155 boxes glass bangees, 48 packages silk piecegoods, 13 boxes brass leaves, 3 bales stoves, 14 boxes paper, 3 boxes wearing apparel, 37 rolls matting, 20 cases cassia, 1 box slippers, 226 boxes preserves, 62 boxes paper umbrellas, 2 boxes white copper, 20 boxes false pearls, 2 boxes drums, 45 boxes waxed umbrellas, 14 boxes glass beads, 1 box tin leaf, 3 boxes fans, 8 boxes private effects, 1 box preserved ginger, 7 boxes chinaware, and 2 boxes oiled umbrellas. From Singapore, 23 bundles silk, 91 slabs tin, 7 cases cigars, 2 packages garrow wood, 2 pieces E. teeth, 1 jar preserves and 1 package wearing apparel. From Penang 46 slabs tin.—From Galle, 3 boxes gold and 1 box specie.

ARRIVALS.

May.	Vessel.	Commander.	From.
17	China (s)	Perrins	Hongkong, April 25.
	Tuscdo (s)	Cain	Cardiff, April 12.
18	Punjaub (s)	Gavin	Bussorah, April 29.

DEPARTURES.

May.	Vessel.	Commander.	Destination.
18	City of Delhi	Jack	Havre.
	Delhi (s)	Lee	Aden and Suez.
	Venetia (s)	Angove	China &c.
	Ithuriel (s)	Pearson	Liverpool.

The following vessels were entered out for loading yesterday:—

Steamer China to Suez and London.
Steamer Paraense, to Liverpool.
Steamer Baroda, to Australia, &c.
Steamer Gresham, to New York.
Steamer Pehlwan, to Coast and Goa.
Ship Lochness, to Liverpool.
Ship Khorasan, to Liverpool.

CALCUTTA.

ARRIVALS.

May
14 Dacca (s) .....Dickenson ..Moulmein 7th and Rangoon, May 10.
Richmond (s) .....Young .....Rangoon, May 9.
Socotra (s) .....Day .....Rangoon, May 10.
Eugenie .....Lazarini ....Bombay, April 23.
Alabama .....Foster .....Bombay, April 11.
Allandale .....Shapland ....London. Feb. 10.
Evangeline .....Langhurst ..Liverpool, Jan. 21.
Royal Sovereign ....Curphey ....Mauritius, April 6.
Gange.....Bondon ....Bombay, April 24.

May. DEPARTURES.
14 Steamer Rajah. Ship Bengal. Barque Olive Branch. Schooner Susan E. Voorhees.

DAILY IMPORTS.—18TH MAY.

FROM LIVERPOOL.

Caradoc, s, 20,200 fire bricks, Jadowjee Ragojee; 72 boxes bar soap, Golamally Surufally.

FROM LONDON.

Palermo, s, 20 runlets tar and 35 runlets pitch, S. S. Narrelwala; 25 cases whiskey, Jamsetjee Framjee; 5 cases oilmanstores, N. and B. Wadia and Co; 7 cases oilmanstores, Purvis Agency; 2 cases hardwara, and 5 cases looking glasses, Dewjee Canjee; 2 hogsheads sherry wine and 75 cases old tom, Pochajee Framjee and Co.; 50 casks lamp black, Abool Kader Adamjee. Pembrokeshire, 30 cases matches, Abdoolally Dawoodkhan.

DAILY EXPORTS.—18TH MAY.

FOR LIVERPOOL.

Mabel, 100 bales cotton, Ralli Brothers, 35 bales wool, Finlay, Scott and Co.
Savernse, 370 bundles linseed, Ralli Brothers.
William Lindsay, 200 bales cotton, Greaves, Cotton Co.
Macedon, 110 bales cotton, Behrend Brothers; 100 cwts coir yarn, Nanjee Govindjee
Sandringham, 20 bales cotton, Grendon, Tippet and Co.
Centurion, 300 bales cotton, Greaves, Cotton and Co.
Ashgrove, 150 cwts coir yarn, Govindjee Inderjee; 500 bundles linseed, Ralli Brothers; 200 bales cotton, the L. A. and A. Co.
Hutton s, 31 bales skins, V. A. S. M. Shaeb and Co; 225 bales cotton. Joctaram Nanchund; 1,050 packages wheat, Wallace and Co.
Khorosan, 500 bales cotton, Ritchie, Steuart & Co.
Burmese s, 135 cwts coir rope and 120 cwts coir yarn, Goverdhundass Megjee; 1,500 bundles wheat, Ralli Brothers; 90 bales wool, Jaitha Purseotum; 8 bales cotton, Mooljee Jaitha; 15 bales cotton, Mooljee Lilladhur; 29 bales cotton, Lukhmidass Narayenjee; 115 bales cotton, Nuthoo Mooranjee.
Australia (s), 100 bales cotton, Killick, Nixon & Co, 50 bales cotton, Vurdaman Poonsee & Co; 100 bales cotton, Heerjee Nagsee & Co.; 120 bales wool, Finlay, Scott & Co.
Parsee (s), 73 bags wheat, knoop & Co; 50 bales wool, Mooljee Jaitha; 52 bales cotton, Campbell, Mitchell & Co; 60 bales cotton, Vithuldass Purshotum, 145 bales cotton, Richard Martin & Co.
Palermo, s, 800 bundles linseed, Soonderdass Mooljee; 72 bales cotton, Framjee, Sands & Co.
Caradoc, s, 1,040 bundles myrabollams & 300 cwts. coir yarn, W. & A. Graham & Co.
Ariel, s, 100 bales cotton, Khoosal Harridass & Co.
Lochness, 2,000 bales cotton, Lyon & Co.; 1,000 bales cotton, Ralli Brothers; 800 bales cotton, Ritchie, Steuart & Co.
South Tyne, s, 75 cwts. coir yarn, Nanjee Khuttow; 53 bales cotton, Runchordass Bapoobhoy; 125 bales cotton, Rehemoobhoy Habibbhoy; 105 bales cotton, Killick, Nixon & Co.; 15 bales wool, S. Tyebjee & Co.; 125 bales cotton, Nuthoo Soonderjee.

FOR LONDON.

China (s), 95 cases olibanum, Allana Munjee; 150 bales cotton, 2,600 bundles myrabollams, and 2,500 bags linseed, Ralli Brothers; 6 bales hides, Fazulbhoy Goolamhoosen; 9 cases fishmaws, Rehmoobhoy Khimjee; 47 bales skins, Chinee Esmail & Co.

FOR MALTA.

Avoca (s), 698 bags wheat, Finlay Scott & Co.

FOR NEW YORK.

Gresham (s), 10,000 bags linseed, Dhurumseebhoy Poonjabhoy; 10,000 bags linseed, Finlay, Scott & Co.

FOR HAVRE.

Pembrokeshire, 225 cwts. horns, Goolamhoosen Abdool Cader.

FOR HONGKONG.

Venetia s, 6 chests opium, Rehemoobhoy Habibbhoy; 23 chests opium, Juraz Chetaram; 8 chests opium, Rampurtab Calooram; 5 chests opium, Hunmantram Hurdewdass; 17 chests opium, S. E. Sassoon; 6 chests opium, N. J. Abram; 10 chests opium, Curringbhoy Ebram; 10½ chests opium, Tarachund Setaram: 14 chests opium, Ebram Noordin and Co.; 64 chests opium, Goolraj Seenganee; 6 chests opium, Roognath Jugnath; 15 chests opium, Hajee Adum Esmail and Co.

FOR SHANGHAI.

Venetia s, 2 chests opium, David Sassoon and Co.; 20 chests opium, Goolraz Seenganee; 15 chests opium, Cherinbhoy Ebram; 7 chests opium, Hummantram Kardewdass; 25 chests opium, Rukhubdass Pundia; 9 chests opium, Bodrydass Shrycrushna; 19 chests opium, Jairazbhoy Peerbhoy.

BOMBAY GOVERNMENT TELEGRAPH.

OFFICE—18th MAY, 8 P.M.

Latest dates from United Kingdom.

Via Russia, 18th May, 12-40 P.M., Greenwich time. Time in transit, 1 hour 20 minutes.

Via Suez, 18th May, 12-10 P.M., Greenwich time. Time in transit, 2 hours 17 minutes.

Latest dates from Continent of Europe.

Via Russia, 18th May, 11-50 A.M., Greenwich time. Time in transit, 2 hours 17 minutes.

Via Suez, 17th May, 2-15 P.M., Greenwich time. Time in transit, 5 hours 27 minutes.

Latest date from China.

Via Singapore, 18th May, 4-5 P.M. Time intransit, 4 hours 40 minutes.

Latest date from Australia.

Via Singapore, 18th May, 12-30 P.M. Time in transit, 7 hours 57 minutes.

The time occupied in the tranmission of messages to Bombay from 8 P.M. of the 17th to 8 P.M. of the 18th May is as follows:—

	Max.	Min.
From Calcutta	1 40	0 5
„ Kurrachee	1 21	0 4
„ Madras	1 37	0 7

WEATHER REPORTS.

CANNANORE, 18th May, 6 P.M.—Weather rainy, wind north, thermometer 84, rainfall 7 cents.

CARWAR, 18th May, 5-50 P.M.—Weather cloudy, wind wester, thermometer 85, barometer 29·92.

TUTICORIN, 18th May, 5 P.M.—Weather fair, wind wester thermometer 95, barometer 29·74.

VINGORLA, 18th May, 5-15 P.M.—Weather clear, wind wester moderate, thermometer 91.

MILITARY INTELLIGENCE.

UNDER instructions from Government, His Excellency the Commander-in-Chief is pleased to direct that casting of Government horses be resumed, and that, pending the issue of new casting regulations, reports be submitted on form Appendix 46, Bengal Army Regulations.

ARRIVALS—May 17.

COX, Major, Madras Staff Corps, on furlough, from Australia.
Garden, Lieut-Col, 20th Punjaub N. I., on furlough, from Peshawur.
Bagot, Lieut., Bengal Royal Engineers, on leave from Roorkee.
Highmoor, Captain, Madras Staff Corps on furlough, from Madras.

DEPARTURES—May 18.

Malony, Colonel, 25th M. N. I., on furlough, to Europe.
Moyer, Vet. Surgn., Bengal R. H. A., on leave, to England.
Kinahan, Surgn.-Major., Army Med. Dept., on sick leave, to England.
Fenwick, Captain, Bengal Staff Corps, on med. cert., to England.
Harrison, Captain, Madras Royal Artille y, on duty, to England.
Brooke, Captain, Bengal Staff Corps, on furlough, to England.
Heudell, Captain, Sappers and Miners, on duty, to Aden.
Garden, Lieut Col., 29th Punjaub N. I., on furlough, to England.
Bagot, Lieut., Bengal Royal Engineers, on leave, to England.
Highmoor, Captain, Madras Staff Corps, on furlough, to England.
Bather, Captain, Bengal Staff Corps, on furlough, to England.
Reid, Lieut Col., Royal Artillery, from leave, to Poona.
Moray, Major, Staff Corps, on leave, to Poona.

BOMBAY ARMY ORDERS.

BY HIS EXCELLENCY THE COMMANDER-IN-CHIEF.

Adjutant General's Office, Head Quarters.

Poona, 16th May, 1874.

The C in-C is pleased to direct that Indents, in duplicate, for the annual supply of blank Musketry Forms shall be transmitted by officers commanding European and Native Corps, and Circle Inspectors, so as to reach the Chief Inspector of Musketry, Poona, by the 1st June annually.

This cancels G O C No 285 of 17th March 1865.

The Sub-Lieutenants' Course of Instruction will commence at Poona on the 16th June next and the following officers will attend it:—Sub-Lieut O E S Forbes, 3d Hussars.
Sub-Lieut R G Alexander, 3rd Hussars.
Sub-Lieut G C Fuller, 3rd Hussars.
Sub-Lieut K G F Hamilton, 1st Bat 2nd Foot.
Sub-Lieut T J Foster, 2nd Bat 7th Foot.
Sub-Lieut H A Anderson, 7th Foot.
Sub-Lieut C D Gall, 7th Foot.
Sub-Lieut E L R Thackwell, 7th Foot.
Sub-Lieut A C W Boyce, 49th Foot.
Sub-Lieut F E Grainger, 56th Foot.
Sub-Lieut G F M Pritchard, 56th Foot.
Sub-Lieut R B Leslie, 57th Foot.
Sub-Lieut R S Hassell, 60th Foot.
Sub-Lieut T G Barclay, 69th Foot.
Sub-Lieut C W Darwin, 69th Foot.
Sub-Lieut W la Yate, 98th Foot.
Sub-Lieut R N Thomas, 98th Foot.
Sub-Lieut H F Cadell, 83rd Foot.
Sub-Lieut R C G Mayne, 83rd Foot.

Officers of the Belo g to Regiments not in Poona will proceed to that station and travel at the public expense by rail, steamer or dak, as the case may be.

They will report themselves to Capt Farrington, Garrison Instructor, on Monday the 15th June

Further orders will be issued in regard to the officers who are to attend the courses of Garrison Instruction at Poona and Mhow.

Under instructions from the Horse Guards, War Office, it is notified that the following transfers have been ordered:—

Lieutenants.

F C Farmer from 6th to 17th Bgde.
E Hardy from 6th to F Baty 9th Bgde.
St J S G Ord from 6th to 4th Bgde.
H V Cowan from 19th to 6 h Batty 6th Bgde.
C H Rickards from 9th to 4th Baty 6th Bgde, R A.

Surgn A R Hughes, M D, is transferred from general duty Northern Division, to general duty, Bombay, and will travel by rail at the public expense.

Surg M L Bartholomews is placed on general duty, Bombay, with effect from the 29th April 1874.

The undermentioned officers returned to duty by permission of the Secy of State for India, on the dates specified:—

Lieut-Col E L Taverner, S C, Settlement Officer, Hydrabad Sind, 29th April 1874.
Capt A Poole, S C, 27th March 1874.
Surg E Colson, in medical charge 3rd Sind Horse, 9th May 1874.

The undermentioned is report to have passed the required examination in Hindustani according to the Higher Standard Test:—

Sub-Lieut C D Gall, 2nd Bath 7th Foot.

Under the provisions of G O C No. 764, 6th Dec 1873, H E the C-in-C is pleased to confer the medal for long service and good conduct without gratuity on Serjt Daniel Bake, Unattached List, Bom. Har. Defences.

The following orders are confirmed:—

Saltara Station Order, dated 1st May 1874, appointing Capt Carter 4th Regt N I (R fles) Station Staff Officer, vice Capt Seton.

21st Regt N I — Regimental order, dated 3rd May 1874, appointing Maj G M Lyons, to officiate as 2nd in Command in addition to his own duties as a temporary measure.

With reference to the regimental order, 16th N I, confirmed in G O C No 244, 4th Apr l 1874, Lieut Snell was appointed to officiate as Adjt in addition to his own duties.

The undermentioned officers have leave of absence:—

3rd Hussars—Lieut R H Hick, to England from date of departure, pending retirement from the service.

Royal Horse Artillery—Lieut C Goer (B Batty A Bgde) to England, overland, from date of embarkation, to appear before a medical board.

Royal Artille y—Lieut T Mayhew (No 3 Batty 6th Bgde) to England, overland, from date of embarkation, to appear before a medical board.

The leave of absence granted to Capt A Gray, 61st Foot, in G O C No 246 of the 11th ultimo, is cancelled at that officer's request.

CENTRAL PROVINCES ORDERS.

(*Central Provinces Gazette*, May 16.)

Mr J McKee, Asst Consvr of Forests, made over the executive control of the Central Division to Capt J C Doveton, Consvr of Forests, on the 1st instant, after noon.

Capt T A Scott, Asst Comr, reported his arrival at Bilaspur, and assumed charge of his duties from Mr G J Nicholls, Asst Comr, on the 2nd instant, before noon.

Col J B Dennys, Depy Comr, resumed charge of the Hoshangabad District, from Maj H I Logard, Offg Depy Comr, on the 8th instant, after noon.

Surgeon-Major J Law, M. D., made over charge of the Office of the Sanitary Comr, to Surgn-Major S C Townsend, on the 14th instant, after noon.

NORTH-WESTERN PROVINCES ORDERS.

(*North-Western Provinces Gazette*, May 16)

Lieut G W Anson, at present Offg Asst Comr, 3rd class, to officiate as Extra Asst Comr, 1st class, during the absence on deputation of Capt T J Quin, or until further orders, with effect from the date on which Mr F J White reverts to his substantive appointment as Asst Comr, 1st class.

Mr J Bennett, Ex Engr, 1st grade, arrived at Allahabad on the 16th, and received charge of the Allahabad Provincial Division on the afternoon of the 30th ultimo from Mr R J Clarke.

Mr A W Lawder, Ex Engr, 3rd grade, and Mr T E Heaford, Ex Engr, 2nd grade, respectively made over and received charge of the Kumaon Provincial Division on the afternoon of the 2nd May, 1874.

Mr R P Colvin, Depy Conservator of forests, 1st grade, returned on the 3rd April from privilege leave and assumed charge of the Gurhwal Division on the afternoon of the same date from Mr Grant.

Mr A R Grant rejoined the Kumaon Division on the 7th idem.

Mr W Thatcher, Ex Engr, 3rd grade, is posted to the Bhognee-pore Division, Lower Ganges Canal, vice Mr P Nelson, Ex Engr, 4th grade, transferred as Personal Asst to Chief Engr.

Mr A Grant, Engr, Appentice, is appointed to the 2nd Circle of the Irrigation Branch, N W Provinces.

Mr F H Brown, Asst Engr 1st grade, attached to the Boolundshuhur Division, Ganges Canal, now on three months' privilege leave of absence, is transferred from the 1st to the 4th Circle, Irrigation Works, N W Provinces.

Three months' privilege leave is granted to Capt P S Marindin, R E, off r Asst Secy to Govt, from date of departure.

Subject to the confirmation of the Govt of India, Mr G H D Walker, B A, is appointed Asst Secy to Govt in this Department

PUNJAB ORDERS.

(*Punjab Gazette*, May 14.)

Mr J C Brown, Asst Comr, is transferred from the Ludianah to the Amritsar district, temporarily.

Mr C E Gladstone, Asst Comr, Rajanpur, has been declared to have passed the prescribed examination in Biluchi.

Mr W Haslett, Offg Dist Supt of Police, on duty with the C ntral Police Office, has obtained ninety-two days' privilege leave, with effect from 10th May, or such date as he may avail himself of it.

Mr D E McCracken, Asst Dist Supt of Police, is appointed to officiate for Mr Haslett.

The following Orders are confirmed:—

Abbottabad Station Order, dated 8 h Sept 1873, appointing Capt J M Sym, 5th Gurkha Regt, to officiate as Station Staff Officer until the return of Lieut Battye from duty at Calabagh.

Derah Ismail Khan Station Order, dated 13th April 1874, directing Surgn W F Murray, in addition to his duties with the 5th Punjab Cavalry, to receive medical charge of the 6th Punjab Infantry, with effect from the date of the departure of Surgn-Maj Costello on duty, appointed to Kashmir.

Dated 15th April 1874, appointing Lieut A N Sandilands, Offg Station Staff officer, vice Maj W C Chowne, during the absence of Capt S J Browne, or until further orders.

6th Punjab Infantry.—Regimental Order, dated 21st April 1874, making the following declaration of appointments in consequence of Maj W C Chowne, Wing Officer, being about to proceed on leave on medical certificate:—

Capt T F Bruce, Adjt, to officiate as Wing Officer.
Lieut A N Sandilands, Qrmr, to Officiate as Adjt.
Lieut W H Sym, 2nd Wing Subaltern, to officiate as Qrmr, in addition to his o her duties.

Vety Surgn C Phillips, A, is directed to proceed from Buxar to Agra, for duty with the Royal Artillery at the latter station.

The undermentioned officers have leave of absence:—

Royal (Madras) Engineers—Col Beau, to England, overland, from date of embarkation, to appear before a medical board.

Royal Horse Artillery—Capt G A Russell, (E Baty, F Bgde,) to Nynee Tal, from the 20th April to the 1st Sept, on private affairs.

Lieut E B Crawley-Boevey, (B Baty A Bgde,) to Bombay, for one month from date of leaving Baty, to appear before a medical board.

Royal Artillery—Lieut Col J F Raper, (23rd Bgde,) to Murree from the 22nd April to the 22nd July, on private affairs.

Lieut W H Smart, (G Baty, 19th Bgde,) to Nynee Tal, from the 15th April to the 15th Oct, on medical certificate.

25th Foot, (2nd Batn)—Lieut and Adjt F Welch, to England, overland, from date of embarkation, to appear before a medical board.

54th Foot—Maj (Local Lieut Col) E T Shiffner, to England, overland, from date of embarkation, to appear before a medical board.

72nd Foot—Maj (Paymaster) T Cassidy, to Cashmere, from date of leaving regiment to 15th Oct, on private affairs.

92nd Foot—Surgn C J Armstrong, M D, to England, overland, from date of embarkation, to appear before a medical board.

Staff Corps—Col W J Ward, (Comdt 8th Bl Cavalry,) to Mussoorie, from the 15th May to the 15th Oct, on private affairs.

Lieut Col J Williamson, (Comdt 26th Punjab N I,) to Mussoori and hills north of Deyrah, from the 15th May to the 15th Oct, on private affairs.

Indian Medical Service—Surgn Maj D Young, M D, (in medical charge of the 9th N I,) to port of embarkation, for one month from date of leaving regt, preparatory to furlough on private affairs.

The undermentioned candidates are reported to have passed the Lower Standard in Hindoostanee on the 4th May 1874:—

Lieut P A MacMahon, C-8th R A.
Lieut E C C Sandys, F-19th R A.
Gunner G Bowles, F-19th R A.
Lieut M J Barlow, 5-23rd R A.
Surgn C F Churchill, M D, 1-8th Foot.
Drummer P Clifford, 1-8th Foot.
Capt J T Turner, 73rd Foot.
Lieut M J Gibbs, 73rd Foot.
Surgn H J O'Brien, M D, 73rd Foot.
Vety Surgn J J Merrick, 19th Bgde R A, is directed to proceed from Haupper to Meerut for duty with the 15th Hussars.

The following orders are confirmed:—

Presidency District order, dated the 23rd April 1874, directing Surgn H Mallins, M D, to proceed to Rawul Pindee and report himself to the Depy Surgn Genl for orders.

Dated the 27th April 1874, appointing Lieut Col H St G Tucker, Bengal Infantry, recently returned from furlough, to do General duty at Fort William.

Dated the 29th April 1874, directing Surgn F W Wright, M D, doing duty at the Presidency General Hospital, to proceed to Agra and report himself to the Depy Surgn Genl of that circle for duty at M rut.

Peshawur District order, dated the 13th April 1874, appointing Surgn Maj J H Hunt, A Baty 8th Bgde R A, to the medical charge of the Brigade S ation, vice Surgn E B Gardner, 29th N I, proceeded on furlough.

Sealkot Brigade Order, dated the 20th March 1874, directing Lieut Col G C Lloyd, Bengal Infantry, to assume command of the brigade, vice Bgdr Genl M A S Biddulph, C B, appointed President of the Rawul Pindee horse fair committee.

Allahabad Brigade Order, dated the 25th April 1874, directing Surgn Maj M G Jones to do duty with the 2nd Batn 19th Foot.

Dated the 27th April 1874, directing Surgn R A K Holmes, M D, to the temporary medical charge of the 18th Bengal Cavalry, with effect from the 10th N v 1873.

Bareilly Brigade order, dated the 1st May 1874, directing Surg W E B Mohan, M D, 11th N I, to assume medical charge of the 16th Bengal Cavalry, in addition to his other duties, as a temporary measure.

3rd Foot, (1st Battn)—Regimental order, dated the 27th April 1874, appointing Lieut W C Howarth, who has passed the Higher Standard, to be Interpreter, with effect from the 20th idem, vice Lieut E Palmer.

54th Foot—Regimental order, dated the 21st April 1874, appointing Lieut J A C Wedderburn to officiate as Interpreter, vice Lieut A G Tidy, proceeded on leave, with effect from the 15th idem.

Dated the 21st April 1874, appointing the following officers to form a committee of paymastership, consequent on the serious illness of Maj F E Mesmenll, Paymaster:—

Capt F G S Parker, President.
Capt J R Kelsall, and Capt G M Chadwick, Members.

Capt J R Kelsall to act as Paymaster on the responsibility of the committee.

5th Bengal Cavalry—Regimental order, dated the 22nd April 1874, making the following appointments, with effect from the 15th idem, consequent on the departure on general leave of Capt H A Shakespear, 2nd Squadron Officer:—

Capt R B Graham 3rd Squadron Officer, to Officiate as 2nd Squadron officer.

Lieut L A C Cook, 1st Squadron Subaltern to officiate as 3rd Squ dron Officer in addition to his other duties.

Dated the 24th April 1874, appointing Lieut A P D Vanrenen, Adjt, to officiate as 3rd Squadron Officer, in addition to his other duties, vice Lieut L A C Cook, proceeded on famine relief duty.

13th N I—Regimental order, dated the 24th April 1874, appointing Capt G B Stevens, offg 1st Wing Subaltern, to officiate as Wing Officer, in addition to his other duties, with effect from the 5th March 1874.

23rd N I—Regimental order, dated the 29th April 1874, making the following appointments, consequent on the departure on sick leave of Lieut and Adjt H. Paterson:—

Lieut S V Gordon, Qrmr, to officiate as Qrmr, it addition to his other duties.

38th N I—Regimental order, dated the 21st Jan 1874, re-appointing Capt and Adjt E M Forbes, on return from general leave, to officiate as Wing Officer, with effect from the 16th idem.

POSTAL NOTICES.

MAILS FOR KURRACHEE AND PERSIAN GULF

To Kurrachee.

Wednesday	May	27	Wednesday	Sept.	16
„	June	10	Friday	Oct.	2
„	„	24	„	„	16
„	July	8	„	„	30
„	„	22	„	Nov.	13
„	Aug.	5	„	„	27
„	„	19	„	Dec.	11
„	Sept.	2	„	„	25

To Persian Gulf via Kurrachee.

Friday	May	22	Wednesday	Sept.	9
Wednesday	June	3	Friday	Oct.	25
„	„	17	„	„	9
„	July	1	„	„	23
„	„	15	„	Nov.	6
„	„	29	„	„	18
„	Aug.	12	„	Dec.	4
„	„	26	„	„	18

Registered and ordinary Letters, as well as Book and Sample Packets and Parcels, can be posted up to 11 A.M. at the G. P. O. and late fee letters up to 1-30 on the day of departure of the Steamer, as above shown.

The latest hour for posting at Branch Post Offices is 10-30 A.M.

REVISED RATES OF SUBSCRIPTION TO THE "BOMBAY GAZETTE!"

THE Rates of Subscription to the *Bombay Gazette* will for the future be as follow:—

TO SUBSCRIBERS IN BOMBAY—*Delivered free.*

In Advance.		*In Arrear.*	
Per Annum	Rs. 48	Per Annum	Rs. 60
Half Yearly	25	Half-yearly	31
Quarterly	13	Quarterly	16
Monthly	5	Monthly	6

TO SUBSCRIBERS UP-COUNTRY.

In Advance.		*In Arrear.*	
Per Annum	Rs. 52	Per Annum	Rs. 65
Half-yearly	29	Half-yearly	36
Quarterly	16	Quarterly	20
Monthly	6	Monthly	7

These Up-country Rates include Postage Rates.

We have been led to introduce the Scale for Payment in arrear because of the very free interpretation which is generally given to "payment in advance." To secure the advantages of the Advance Scale, payment must be made by Annual Subscribers within two months of the beginning of their term of Subscription, by Half-yearly Subscribers within one month, Quarterly Subscribers within a fortnight, and Monthly Subscribers within a week.

"BOMBAY GAZETTE" OVERLAND SUMMARY.

THE shape of the *Bombay Gazette Overland Summary* is now similar to that of the *Pall Mall Budget*. Residents in distant parts of India will find the *Gazette Summary* a convenient Weekly Paper of Bombay and general news. It contains all the Government Orders, Civil and Military, from the official *Gazettes*; specially-written Money and Commercial Market and Freight Reports; Leading Articles on the principal topics of discussion in India; and all the Local and General Intelligence of the Week.

The Edition for Indian Subscribers also contains the Telegrams received from Europe during the Week, and the Special London Correspondence, Political, Commercial, Military, and Sporting, published in the Daily *Bombay Gazette*.

A specimen copy will be sent on receipt of address.

Subscription for One Year, *Post Free in India*, Rs. 12
Postage to England, Rs. 6-8 per annum.

BOMBAY PRICE CURRENT.

THE *Bombay Price Current* is published Weekly at the *Bombay Gazette* Office, on the Departure of the Over and Mail for Europe.

Per Annum	Rs	10	0
Per Copy	„	0	4

CHEAP ADVERTISEMENTS IN THE "BOMBAY GAZETTE."

WITH a view to create a system of advertising which, though very successful in England, is still quite undeveloped in India, we propose to publish in future, *at low rates for Cash payments*, short advertisements of two or three lines relating to such matters as Small Sales, Business Cards, Situations Wanted or Servants Required, Houses or Lodgings to Let, Changes of Residence, Articles Lost or Found, &c. &c.

The scale for Advertisements belonging to any of these classes will be as follows:—

Not exceeding three lines	Re. 1
Each succeeding line	„ 0 8 as.

Advertisements exceeding five lines will be charged for at our present ordinary rates.

No Advertisement will be inserted for less than ONE RUPEE, and payment must in all cases be made in CASH.

NOW READY, THE BOMBAY RIOTS: PART

LATEST INTELLIGENCE.

[REUTER'S TELEGRAMS.]

THE POLICY OF ENGLAND TOWARDS AFGHANISTAN.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

DEAR SIR,—In consequence of a paragraph extracted from the *Calcutta Englishman*, which appeared in your issue of this morning, and in which a doubt was thrown upon the accuracy of our telegram dated London, May 9th, reporting a discussion in the House of Lords on the Central Asian Question, I immediately telegraphed to our Head office to the following effect:—

"Last paragraph telegram ninth subject discussion. Did Derby say England bound afford Ameer material aid against aggression?"

and I have this evening received a reply which I shall feel obliged by your publishing.—I remain, dear sir, yours faithfully,

HARRY W. WILLIAMS, Manager,
Eastern Branch, Reuter's Telegram Co., Ld.
Bombay, 18th May.

LONDON, 18TH MAY.

The following is the substance of Earl Derby's reply to Lord Napier in the House of Lords on the 8th instant:—

In reply to a question put by Lord Napier as to whether Government had adopted the conclusions of the despatch of Earl Granville, dated 17th October 1872, to Lord Loftus at St. Petersburg, relative to the frontiers of Afghanistan, Earl Derby denied that the Ameer had any right to claim the moral or material support of England, but that he (Earl Derby) was only justified in saying what Lord Granville had repeatedly declared that the maintenance of the integrity of Afghanistan was a most important object in the policy of England, and that any interference with the national independence of Afghanistan would be a grave matter involving serious danger to the peace of India, and that if such interference occurred it was highly probable that England would interpose.

*** This telegram confirms the accuracy of the *Englishman's* version of Lord Derby's reply. Indeed, there can be no doubt that that version is the official one telegraphed to the Government of India.—ED. *B. G.*

THE CZAR IN ENGLAND.

LONDON, 18TH MAY.

His Imperial Majesty the Czar has visited the ex-Empress Eugenie.

His Majesty was splendidly fêted at the Crystal Palace on Saturday.

RESIGNATION OF THE FRENCH MINISTRY.

LONDON, 18TH MAY, MORNING.

Latest advices from Paris state that the Duc de Broglie's resignation has been accepted, and that M. Goulard is forming a new Ministry.

LONDON, 16TH MAY, NOON.

The Liverpool Cotton Market closed steady. Surats quiet but steady.

The London Cotton Market has been steady.

Fair Dhollera 5 11/16d.

Exchange on India	1s. 10⅛d.
Oriental Bank shares	£44 10s.
Chartered Bank shares	£14.
Chartered Mercantile Bank shares	£24 10s.
Hongkong and Shanghai "	£36.
4 per cent. Rupee paper	97¼.
4½ do. do.	98¼.
5½ do. do.	102½.
3 per cent. Consols, for account	93⅜
5 per cent. French Rente, 1872	94½
Bar Silver	58½

The Bombay mails of the 27th ult. via Brindisi were delivered in London to-day.

Departure for Bombay via Suez Canal—Parana.

THE prospectus of the Calcutta, race-meeting for next cold weather has been published, and considerable alterations have been made in the programme.

A NORTH-WEST paper tells us that tea-planting has been introduced in Nepaul by Colonel Thappa, a relative of Sir Jung Bahadur, who received his education in Darjeeling.

THE *Rangoon Times* hears that little, if any more, rice will go from Rangoon to Calcutta, and the current may be said, even now, to be turning to its old course, the European markets.

H. M. S. CHALLENGER left Melbourne for Sydney on the 1st April. From Sydney she will proceed to New Zealand, taking soundings *en route* for a sub-marine cable between Sydney and that colony.

WE find we were in the wrong in supposing that the Advocate-General had sent to the Governor a statement regarding the trials of the Sonapore rioters. Mr. Scoble informs us that he has not drawn up any such statement.

FROM Colombo we learn that the "little south-west" monsoon broke on the 2nd inst., and from the 4th to the 6th inst. shipping operations were suspended owing to the high sea and heavy S. W. wind.—The accounts from all quarters up-country in Ceylon report the coffee estates as wonderfully benefited by the rains.

MESSRS. ABEL, WILL AND CO., of Coconada, in their market report, dated the 11th instant, remark:—"The weather since the 3rd instant has been very boisterous, accompanied by a good deal of rain, and it is said that a cyclone passed over the bay on the 5th instant. No authentic news of disasters has reached us yet, but it is reported that a large steamer is on shore near Gopalpore, and a total wreck."

THE expedition from Japan against Formosa is being organized. It is not yet decisively known what it is proposed to do, but it is thought that operations will be against that side of the island over which China desires the sovereignty and which is peopled by the savages who dealt so cruelly to the Japanese. It is supposed that a joint occupation with China will result. A United States officer, Lieutenant Cassell, has, we read, been appointed to a post of responsibility in connection with the expedition.

A WELL-KNOWN citizen of Bombay, Mr. T. Lidbetter, who returned to this city yesterday from a visit to Australia and Tasmania, has been kind enough to send us a basket of nice-looking apples of various kinds—king pippins, golden pippins, russets, and other sorts too numerous to mention—which he has brought up from the latter fertile and beautiful colony. The apples, so far as we have yet had an opportunity of tasting them, are juicy and well-flavoured like those grown in England, and are free from the "soapiness" characteristic of American apples.

THE continuance of the rush to the Palmer River gold-field in Queensland has, we observe, been accompanied by great suffering and some loss of life. Many of the diggers, who would persist in trying to make their way to the Palmer during the late wet season, were caught by the rains of January and February, and shut in between swollen rivers—in some instances they were reduced to the necessity of killing their horses for food, in others they were exposed to still more terrible privations. About the middle of March the cessation of the wet season was reported, upon which sailing ships left Brisbane every few days crowded with diggers and horses, and many persons are going direct from the adjacent colonies.

ON Friday evening the case against the men of the 18th Hussars, who have been on trial before the High Court of Madras, for murder, &c., &c., was brought to a close by the jury returning a verdict of *not guilty* on all counts. The prisoners were immediately discharged. This is a very remarkable case and has occupied the attention of the Court for nearly a fortnight. There have been two trials, each lasting several days. The first trial was abortive owing to the jury failing to agree. In the course of the second trial, two out of the five men were equitted on a *nolle prosequi*. The jury were therefore finally charged by the judge in regard to three men only. This case has excited considerable interest in Southern India.

FROM the statement prepared by Mr. Dunlop, Assistant Commissioner, Akola District, Berar, showing the quantity of cotton exported from the stations of the G. I. P. Railway in the Central Provinces and the Berars, from the 1st October 1873 up to the week ending the 9th May 1874, as compared with the exports up to the same date in the seasons of 1872-73, 1871-72, and 1870-71, we find that the total exports for the week ending 9th May 1874 were 279,982 full-pressed bales, 1,256 half-pressed bales, and 8,371 docras; total exports up to 9th May 1873, 191,660 full-pressed bales, 23,189 half-pressed bales, and 14,224 docras; up to 9th May 1872, 134,137 full-pressed bales, 33,701 half-pressed bales, and 10,925 docras; up to 9th May 1871, 143,864 full-pressed bales, 51,541 half-pressed bales, and 16,366 docras.

THE *Melbourne Argus* thus summarises the escape of Monsieur Rochefort and his compatriots from their captivity in New Caledonia:—Towards the end of March, M. Henri Rochefort: M. Grousset, ex-Minister of Foreign Affairs; M. Jourde, ex-Minister of Finance; M. Pain, ex-Secretary of Foreign Affairs; M. Balliere, aide-de-camp to General Rossel; M. de Hille, ex-commandant of the National Guard, under the Communist Government in France, with other Communists escaped from Ducos Peninsula, New Caledonia, in the barque P.C.E., and arrived at Sydney. They declined to give any particulars of their escape, for fear of implicating their friends, maintained a very reserved manner, and did not court attention, though they have, of course, been objects of great curiosity. MM. Rochefort, Pain and Balliere answered a letter from M. Simon, the French consul, through the *Empire*, denying that they were sentenced as ordinary convicts. They said they were sentenced as political offenders, and on the same footing as Louis Blanc and Ledru Rollin. M. Paschal Grousset also published a stinging reply to the consul's attack, and challenged him to demand their extradition if, as he asserted, they were not political offenders only. There was no public demonstration beyond a meeting of Radicals to present Rochefort with a congratulatory address on his escape. It has transpired that money has been waiting in Sydney for some time past for him, but it must all have been used up, and more was telegraphed for and received. It is said that the French Government professed itself incredulous as to the truth of the message in which the escape of the prisoner was announced, and that the consul received as a reply—"Repeat telegram. Incredible!" Rochefort, Grousset, and Jourde left for England on April 11 *via* California, Achille Grant having already embarked thither by sailing vessel. It is understood that Rochefort purposes to proceed to Switzerland.

REFORM IN THE PILOT SERVICE.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—A pilot in print is perhaps a novelty, nor should I be tempted to ask a space in your columns, but that I believe neither Government, press, or public are correct in their ideas of how this body of public servants have fared since they were handed over to the tender mercies of the late Harbour and Pilotage Board, whose functions with others now devolve on the Port Trustees. I will shortly state the differences between the former and present systems of pilotage and salaries, premising with a few quotations from H. and P. Board's correspondence with Government on the subject of the change. "They are in fact the servants of the Harbour and Pilotage Board on a monthly salary." "The disadvantages of such a system are manifest. In the first place as the pilots receive a monthly salary which is not dependent for amount on the duties performed there is no incentive to exertion, and the consequence is that the duties are apt to be gone through in a perfunctory manner, and difficulties are regarded as insurmountable which would be comparatively easily overcome were the earnings of the pilots dependent on their exertions." "The inefficiency complained of appears to arise, not from any want of skill or ability on the part of the pilots, but rather from the system under which the pilotage duties of the port have hitherto been conducted" (Captain Barker's Memo.) "I would again urge on the Board the reconsideration of the pay of the pilots, which I consider is very inadequate for this highly valuable and useful class of public servants."

The Chamber of Commerce through their late Secretary also communicated as to the proposed change of system that the Harbour and Pilot Board were taking too many shares to the prejudice of the pilots, and were of opinion that to maintain an efficient class of men good salaries must be paid.

The pilotage duties were conducted thus under the old system. A number of pilots were stationed at Colaba, whose duty was to make the best of their way out in the boats provided on vessels being signalled day or night, pilot them in, and berth them. During the latter years in the fair season, and when the weather permitted, pilots were drafted to the outer light ship, to await signals—an allowance being made sufficient to cover mess expenses. In the monsoon a brigantine, a schooner, was kept cruising during the day to lead vessels to the O. L. V., when they were boarded as soon as possible, &c. The mess expenses of this vessel were covered in. The remainder resided in the Fort and attended to outward piloting, transporting, docking, &c.

The salaries, including house rent, varied from Rs. 400 to Rs. 200 per month according to grade, leave allowance, pensions, medical attendance, &c, after the rules of the uncovenanted service and the batta alluded to. They were under no necessity of incurring any expense on service as the boats of the Department were always in attendance!

The Harbour and Pilotage Board's scheme as contained in their published correspondence has yet to be tried, though we are told in that most elaborate print—the Report of the Board's Administration—that the schooners took up their stations on a certain date. The working part was a fac-simile of the Liverpool plan, and would have worked like a charm had the climate been similar. If the situation of the port had been at all like Liverpool, and had we not the land and sea breezes and intermediate calms eight months in the year, nothing could have been better, perhaps, except the system actually in vogue, which arose sphynx-like from the ashes of the old service on schooners being substituted for the old boats. No one dare throw a stone at the Bombay Pilot service. Now the credit if any belongs—

1st.—To the late Board for their share in providing schooners. The cost of these three vessels was about a lakh and a quarter of rupees. Fabulous as this sum appears for three vessels of 82 tons each, and though the building was supposed to be superintended by an officer formerly of the Indian Navy whose douceur was £500, and who was specially commissioned to arrange for their adaptability to this climate and to see that they were fully up to specification and faithfully put together, they had to be docked and fastened at both ends on arrival, solidified with teak filling, breasthooked, and bolted through and through. Even the gudgeons on which the rudders hang to the sternpost had been calculated with scrupulous nicety for the passage out only and had to be renewed. The accommodations were close cabins of the most approved sweat-box pattern, and of course had to come down. Instead of being throughout of the best teak of 3 in. minimum thickness, their bottoms are elm, in many places not more than 2⅜ inches thick (2½ inches brings eternity rather close with a vessel jumping almost bodily out of the water in the monsoon.) The ballast was iron dross and clinker thrown down on the planking without platform or flooring, a most dangerous, not to say filthy, experiment. One schooner laid in Bombay Government Dock three weeks before a conclusion was arrived at what to do with her. These repairs, refitting, reballasting, flooring, &c., were not of course done for nothing, and though the copper not being sufficiently high was represented in time, the vessels were allowed to get wormed before any notice was taken, and they had to be redocked, wormed plank removed, and coppered higher up. The "Report" is modestly silent on this little pigeon. (I presume the whole is treated under the heading of Etceteras.)

2nd.—To the late respected Master Attendant, Captain Pryce, who when not overwhelmingly obstructed used his utmost endeavour to improve the service generally.

3rd.—To the masters and pilots themselves. If any of your readers are sufficiently interested to go on board Nos. 1 or 2 schooners, observe their state of efficiency, second to none in the world, and ascertain how much the Board or Port Trust had to do with it, or compare the repairs, boats, &c., procured or executed by the pilots (almost surreptitiously) with similar items under the Board's orders, they will be surprised.

The present system is conducted as follows:—One schooner is always outside the port (either cruising or anchored) with a complement of pilots for the supply of inbound ships, which complement is kept up, one from outward bound vessels, and two when no vessels are going to sea by the second or middle station schooner: she also brings to shore surplus pilots. These schooners relieve each other regularly every three days during the fine season. In the monsoon three schooners are worked. The pilots are ordered to vessels either inside or out according to the turn in which they finished their last job and signed for duty. There is a harbour cutter also, whose duty is to take pilots on board their respective vessels or bring them ashore when finished mooring ships arrived. As this cutter manned by the laziest of lazy khalassies is also at the service of the Deputy Conservator's office for the duties of hooking, measuring, and messages, it of course often happens that the pilots have to pay their way in hired boats.

It was professed by the Harbour Board that the pilots would be gainers under the new system. Such was distinctly understood by Government and all concerned, and that competition would form an incentive feature, and so the Board raised the standard of qualification for candidature. *There is no room for individual exertion more than there ever was* as each pilot takes his turn irrespective of grade or size of vessel, and the pilots in the first two grades are considerable losers by the change owing to the unbusiness like and disproportionate method adopted in the division of the profits. The figures in the Board's illustration by which they professed to be governed in apportioning each man's division of profits were computed anterior to Government sanction being obtained and are of course hypothetical, so cannot be taken literally, as they exactly coincide with the then current salaries minus the claim to pension and allowances which is generally valued at 25 per cent. of the salary. Therefore, though the Board maintained, as the Trustees still do, the position that so long as the pilots' salaries averaged the original salary only, they had no ground of complaint. This position the merest tyro would confess untenable. The illustration of how the new concern would work was computed on the hypothesis that Rs. 1,40,000[6] would be the annual receipts for pilotage, 15/64 of which the Board proposed to take, 5/64 were for the sick and pension fund—(this pension fund is a myth: it was merely a set off to enable the Board to accept Government's obligation to pay pensions contracted under the old service, which, as relieved of claims, reverted to the Board),—and 44/64 for the pilots for salary and expense of maintaining the schooners. These 44/64, supposing the schooners on arrival to require Rs. 3,600 per month for their efficient maintenance, gave to 16 pilots the salaries mentioned according to grade, *viz* Rs. 400, 300, 250 and 200 per mensem. Where, then, I may ask, was the benefit to accrue from which was to more than compensate for loss of pension, allowances, medical aid, and batta, and to meet the additional expenses to which they would be subjected for mess, boat-hire, &c.? After the pilots petitioned Sir Bartle Frere's Government and some further correspondence between the Board, Government, and the Chamber of Commerce, the Board reconsidered their original plan and relinquished 5 of the 15/64 they proposed to take and added them to the pilots' allotment, with a proviso to the effect that should the pilots' salaries exceed by 50 per cent. the original scale the Board would be empowered to reduce the pilotage tariff. This concession augmented the scale of salary, always supposing Rs. 1,40,000 to be the annual earning, to Rs. 480, 365, 295, and 240 according to class. The disbursements of the schooners on actual experiments have been covered by about Rs. 2,400 per month, but the Board withdrew Rs. 3,600 monthly irrespective of the requirements. This leaves a surplus of Rs. 1,200 per month, which is a part of the 49 shares the pilots claim, together with some Rs. 12,000 paid to probationers out of the same. The Board clearly engaged to pay probationers, Master Attendant, and harbour cutters, &c., out of their (nominally 10 but virtually 15 shares, as the pension fund has but a nominal claim against it) shares. Thus the proportion which the pilots consider themselves entitled to is, as Rs. 11,666⅔ (1/12 of 1,40,000) is to Rs. 578, 433, 362, and 289 so is the actual sum earned to the answer, the 578, &c., being the proportions falling to the different classes from the 49 shares after paying the schooners. This is the only honest reading of the Harbour and Pilotage Board's scheme in its financial bearings. If this is not the correct rendering, what becomes of the Board's professions of regard for the pilots' interests and promises of *increased* emoluments which should at least exceed the old salary to the extent of making good the loss of pension and allowances and meet the extra expense to which they would be subjected under the new scheme? The gentlemen who composed the late H. and P. Board could not have lent themselves to anything disgraceful, but the fact stands patent and glaring that 37 per cent. of the pilots' 49 shares has been withheld or appropriated to other purposes than salary after the schooners were disbursed. From the commencement of the present scheme up to December 19, 1872, Rs. 3,600 were kept back from the pilots, 49 shares monthly on strength of the clause in the financial part of the proposed scheme, "say the expenses of the schooners, &c., will be Rs. 1,200 each monthly, there will thus be left for division," &c. On the 19th of December 1872 the pilots had audience of the Board, when it was verbally promised that the 49 shares should be paid intact minus only the working expenses of the schooners, but in October last a copy of the accounts accidentally blew in our way, when it was for the first time found that a large item of insurance and office expenses had been, and are, debited monthly to the pilots and a bill for Rs. 390 odd was recharged after Rs. 3,600 had been retained out of which to meet it a year previous. This was called an inadvertence—rather an ugly one, I must confess. The only theory I can advance for all this machination is that there is some antagonistic wire-pulling behind the scenes, of which the Board knew no more than ourselves. In the first place the Board agreed to pay us 49-64 of the pilotage receipts minus working expenses of the schooners—the pilots to find the schooners and maintain them in an efficient state, subject to quarterly inspection and report. This influence stops in, and as it were to surreptitiously recover the five shares surrendered withdraws the Rs. 3,600 monthly on the strength of a quibble. The Board are interviewed in December 19, 1872, and promise, if not redress for the past, the scheme in its integrity for the future, and this ghoul machinates a charge for office expenses, insurance, and doubles us with a bill already paid when the Board from the first agreed to insure their property out of their own shares against total loss, and if the pilots were so disposed they, out of their portion, could insure against minor casualties. This will all come before the High Court next Session; therefore I have refrained from drawing any conclusions except the one that this plain statement is the only honest reading of the Board's scheme sanctioned by Government. The ordinary repairs fell to the pilots, and extraordinary to the Harbour Board for payment, so that the motives of the Board in not "handing over the schooners complete to the companies of pilots," and keeping back Rs. 1,200 monthly in excess of the schooner's requirements are easy of explanation on reference to the early part of this letter to meet the *extraordinary* repairs to which the schooners were subjected on arrival. Statistics of the salaries drawn by pilots have been before Government and the Port Trust—they are also published in the "Report,"—but if not excessively stated the periods have been picked. A great cry was raised at the big figure earned during the Abyssinian Expedition, but not a voice was raised explanatory of the incessant labour of these men during that period. If a workman does overtime to the extent of double his normal task no one begrudges him his just earnings, but it would seem that a dog-in-the-manger-spirit actuated some of our salaried officials in this connexion, and they complained loudly at their penny a day. If all the secrets, the bribery, and corruption among officials during the expedition were made public, some would make the tracks. My own salary for the years 1871-2-3 has averaged (minus income-tax) Rs. 295-5-0, twenty-eight months being in the first grade. Under the old system Rs. 300 would have been my salary, which with the claim to pension, &c., &c., valued at 25 per cent. would make the appointment worth Rs. 375. My expenses come to Rs. 52 per month, nett salary Rs. 245-0-0, or a loser at the rate of Rs. 130 per month. By the new scheme one of the master pilots during the same period averaged Rs. 427-14, Rs. 50 deduction—Rs. 377-14, difference between value of present and former appointment Rs. 122-2 monthly. Another who has been acting master during many months is still a greater loser; another master averages Rs. 417. These figures are the true statement. The method adopted in dividing the shares professing to divide according to grade and the amount earned by each is as unsound in principle as it is prejudicial in practice.

Supposing, for example, a 1st, 2nd, and 3rd class pilot each earn an equal sum in a given month, say Rs. 1,000, the masters are rated at Rs. 400, 1st class 300, 2nd 250, and 3rd 200 respectively, spite of the alteration of scale by the additional 5 shares. The master's pay and schooner expenses come out of the lump sum, and the remainder is somehow cooked according to the amount earned, but the first class pilots' diaries are debited with a major part of these items; second in their ratio; whilst the third class, having but a minor part to pay, get exactly as much in excess of their proportionate Rs. 200 as the first class fall short of theirs, and so on. Now the wages of the cooks and butlers are shared equally between the pilots irrespective of what they earn or get. Why then make a difference in the whole expenses, which neutralizes the advantages that should accrue from a rise in grade. This is in keeping with the whole piece. As poor Blackburn says—"It's a' of a muddle."

It was recently attempted to foist half the Master Attendant's and his assistants' salaries on us, but I suppose an issue was feared, so the thing dropped. I will conclude this long letter with a list of what have just picked up within the hour. Three probationers have been taken on within the last few days, and the Deputy Conservator informed one of them "that the master pilots were in receipt of six to seven hundred rupees monthly, and that if he behaved himself he would be a third class pilot in four months."

A PILOT.

THE BOMBAY TOWN COUNCIL.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—If, as you aver in your leading article of to-day, "the general body of rate-payers look to Mr. Pedder or Mr. Ravenscroft and Mr. Thorburn to protect their interests, and not to their nominees in the Corporation and Council," then every man in the Council must be occupying a false position: false if he is trying "to do away with taxation on the rich and make the poor pay everything," and falser still if he is opposed to this system and, finding himself in a hopeless minority, continues to retain his seat at the Council board. I object to being fixed in either of these positions. From what I know of the working of the new Municipal Act, so far as the Council is concerned, I think there is not sufficient evidence before the public to warrant the verdict that we are all false men. The public know nothing of how the Council arrives at its decisions: hence your general censure of the whole body is liable to be both ungenerous and unjust; and this is another reason in support of my previously expressed opinion that the Press should be admitted to the meetings of the Council.

I say nothing about the way the Corporation has discharged its duties, because its meetings have been fully reported in the press.—Yours faithfully,

THOMAS BLANEY.

Byculla, 18th May.

*** Dr. Blaney misquotes us. We said that the ratepayers did not put their trust in "*the landlords* and their nominees." If Dr. Blaney, however, wishes to have our opinion, we should say that he does occupy a false position, and that he would have acted judiciously in resigning his place in the Town Council, as Mr. Kemp did his, some time ago. For, in default of reports of the debates in the Council, the public can make no distinction between him and his colleagues, but must hold them all jointly responsible, as a collective body, for a policy of which he no doubt disapproves. Dr. Blaney refers to his "previously expressed opinion that the Press should be admitted to the meetings of the Council." But it is nearly six months since we pointed out that representative institutions, without the guarantee of publicity, can only have one result—to substitute a multitude of tyrants for one. If Dr. Blaney is of the same opinion, why has he sanctioned by his presence all these months the system of secrecy to which the Council has pledged itself? ED. *B. G.*

THE DRAINAGE OF BOMBAY—IS IT POSSIBLE?!

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—Some ten years ago it was stated in the columns of your journal that Bombay "not only presented no serious difficulties to a good system of drainage, but that its situation afforded peculiar facilities for accomplishing that object."

Since then the subject has been reported on by Mr. Tracey, Mr. Russel Aitken, Mr. Rawlinson, C.B., and finally by Major Tulloch, R.E; besides all this, a commission has sat upon the subject, and there has also been endless discussions in the newspapers and in pamphlets. All this must have been attended with tremendous expense to the Municipality, and it is most provokingly tantalising that the question is as unsettled as ever, and yet the fact remains that Bombay is more easy to deal with than probably any similar city in the civilized world.

As to how this is to be accomplished it would be presumption to indicate, so long as the Municipality retains the services of an officer, who ought, if he is worth the ample salary which he is paid, be able to solve so simple a problem. To intrude upon his duties would be a breach of professional etiquette.

The Carnac Bunder business, so far from being a nuisance, ought to be a source of profit, and yet years pass on, and nothing is done, and the Municipal Council sit with the quills in their hands taking an optimist view of the matter and believing that the drainage of Bombay is nearly as perfect as it can be. Is it possible? VICILO.

15th May.

P.S. It is to be hoped when Bombay is drained that the clever plan adopted in London will not be imitated, where, with those wonderful embankments so much be-praised they have succeeded in utterly swamping the lower reaches near Lambeth and rendering the river dry about Richmond. It is astonishing how clever some people are. V.

V. has not sent us his name; but we suppose he is ready to communicate it to the Town Council, when they invite his help.—ED. *B. G.*

EDUCATION IN KUTCH—EXHIBITION OF THE BHOOJ SCHOOLS.

(FROM A CORRESPONDENT.)

A MEETING for the distribution of prizes by Mr. Kessowjee Naik to the pupils of the Alfred High School, the First Grade Anglo-vernacular School, the three Guzarati schools and one girls' school, was called by the Educational Inspector, Mr. Dulputram, on the 11th ultimo, in the rooms of the Alfred High School. All the children, about 850, were accommodated in the buildings of the two English and the one Guzarati schools, which are situated in a compound at the Patwari gate. Among those present were H. H. Prince Bapubha, Captain Goodfellow, Colonel Thatcher, Major Hobson, Sargeon-Major MacDougall, Captain French, Captain Penton, Rana Shri Jalumsingji, Messrs. Kessowjee Naik, Nursey Kessowjee, Motiram Dulputram, Madhowlal Bapujee, Nursiram Hariram, Dr. Dorabjee Hormusjee, and Messrs. Maneklal Nurotumdas, W. Phillips, Dulputram Pranjeevun, and Dinanath Sambhoonath, &c., &c.

At the request of Mr. Dulputram, Captain Goodfellow examined the boys of the first and second classes of the Alfred High School in English. Some questions in geometry were then put to one or two boys by Major Hobson, to which satisfactory answers were given. As the time was very limited, the rest of the boys of the English school were not examined, but the first class of the Guzarati school No. 1 was called. This class was examined by Prince Bapubha, who was assisted by Mr. Dulputram. They read the Guzarati Fifth Book, and told the substance of what they read with remarkable facility. Easy questions in parsing, History of India, and geography, which were answered satisfactorily, finished their examination. After this immediately appeared the girls, about 100 in number. They were examined in the same manner. They read the fifth book remarkably well, and their answers in parsing and the geography of Hindustani, considering their age, were satisfactory. Recitation of some pieces of poetry on morality, geography, &c., which were listened to with attention by all, and about the meanings of which some questions were put by Mr. Kessowjee Naik, completed their examination.

Then Mr. Dulputram addressed the meeting, and took the opportunity of congratulating Mr. Kessowjee Naik on his restoration to health, and of expressing the hope that his good example in encouraging educational institutions, would be followed by others.

Shett Kessowjee Naik replied and remarked that he was glad to find that Kutch had made so much progress in education—a result which he attributed chiefly to the exertions of Mr. Dulputram, the Deputy Educational Inspector.

Prince Bapubha then presented prizes to the boys and girls. A shawl was given to Mr. Dulputram, and turbans and scarfs to all the masters and assistants.

This being over, all proceeded to the gymnasium, which is close by, to witness the bodily exercises. While passing by the Guzarati School, where about five hundred children had gathered together, Mr. Kessowjee spoke on the advantages of education and exhorted them to take great pains at learning.

Shett Kessowjee Naik also gave 10,000 (ten thousand) korees for erecting a building for the Bhooj Library. Another meeting was called on the next day outside the Mahadeo gate, where the ceremony of laying the foundation-stone was performed by Prince Bapubha with the same grandeur as was done on the occasion of laying the foundation of the Mahomedan School. It was resolved to call the library after Mr. Kessowjee Naik, who also promised to enrich it with good books.

MARAVILLA COCOA.—TAYLOR BROTHERS (the largest Manufacturers of Cocoa in Europe), having the exclusive supply of this unrivalled Cocoa, invite comparison with any other Cocoa for Purity—fine Aroma—Sanative, nutritive and Sustaining Power—Easiness of Digestion—and especially high delicious flavour. One trial will establish it as a favourite Beverage for breakfast, luncheon, and a Soothing Refreshment after a late evening. N.B. Caution—"Maravilla" is a registered Trade Mark.

MARAVILLA COCOA.—The Globe says, "TAYLOR Brothers' Maravilla Cocoa has achieved a thorough success, and supersedes every other Cocoa in the market. Entire solubility, a delicate aroma, and a rare concentration of the purest element of nutrition, distinguish the Maravilla Cocoa above all others For Invalids and Dyspeptics, we could not recommend a more agreeable or valuable beverage." For further favourable opinion vide Standard, Morning Post, British Medical Journal &c., &c.

HOMŒOPATHIC COCOA.—This original preparation, which has attained such a world-wide reputation, is manufactured by TAYLOR BROTHERS, under the ablest homœopathic advice, aided by the skill and experience of the inventors, and will be found to combine in an eminent degree the purity, fine aroma, and nutritious property of the fresh nut.

SOLUBLE CHOCOLATE, made in one minute without boiling. The above articles are prepared exclusively by TAYLOR BROTHERS, the largest manufacturers in Europe, and sold in tin-lined packets, only by Storekeepers and others all over the world. Steam Mills, Brick Lane, London. Export Chicory, Mills, Bruges Belgium.

BOMBAY.

CHEAP ADVERTISEMENTS IN THE "BOMBAY GAZETTE."

WITH a view to create a system of advertising which, though very successful in England, is still quite undeveloped in India, we propose to publish in future, *at low rates for cash payments*, short advertisements of two or three lines relating to such matters as small sales, business cards, situations wanted or servants required, houses or lodgings to let, changes of residence, articles lost or found, &c., &c.

The scale for Advertisements belonging to any of these classes will be as follows:—

Not exceeding three lines.....Rs. 1
Each succeeding line ..... „ 0 8 as.

Advertisements exceeding five lines will be charged, for at our present ordinary rates.

No advertisement will be inserted for less than *one rupee*, and payment must in all cases be made in *cash*.

In future, these advertisements will always be placed immediately below the New Advertisements in our front page.

EUROPEAN VAGRANTS.—Yesterday there were seventeen European vagrants in the Government workhouse.

STRAY DOGS.—On Sunday night the police destroyed about nineteen stray dogs in the C division, Girgaum section.

HINDUSTANI NEWSPAPERS.—There is only one Hindustani newspaper published in Bombay—the *Kashfut Akhbar*. It is a weekly paper.

ABOUT seventeen feet of the sea wall at the Wilderness Road was washed away on Sunday. The matter has been brought to the notice of the Municipal Engineer.

SUICIDE.—An inquest was held on Saturday at the Morgue, Camateepoora, on the body of one Teckchund Asoondamull. The jury found that the man had committed suicide by taking a poisonous dose of opium.

COMMISSIONER OF CUSTOMS.—Mr. Lestock Reid, Commissioner of Customs, left for England yesterday on six months' leave, and Mr. Shaw Stewart, who has been appointed to act for him, assumed charge of the office the same day.

MR. ARTHUR CRAWFORD.—The *Rast Goftar* severely criticises the conduct of those friends of Mr. Arthur Crawford, late Municipal Commissioner, who elected him as a member of the Municipal Corporation at the last meeting of the Bench of Justices.

WE are in receipt of the first issue of a new Bombay paper, the *Bombay Weekly Messenger*. It has a distinctive feature, which is that the last page is printed in Portuguese. It is also quite as well written as any weekly we have at present in Bombay.

A VAGRANT.—Thomas Tonly, a European, was yesterday charged, before Mr. Nana Morojee, with being a vagrant and wandering about without any visible means of subsistence, and was ordered to be sent to the Government Work-house attached to the House of Correction.

THE HOUSE OF CORRECTION.—There were 293 prisoners in the House of Correction yesterday. Of these, 89 were under sentences from the High Court, 172 from the Magistrates of Police, and 32 from Military Courts Martial. Of the prisoners, 222 were natives, and the remaining 71 were Europeans.

ACCIDENTS.—A man named Shaik Tarna, employed on board the steam-ship Victoria, got injured about the head by a bale of cotton falling on it. He was conveyed to the Jamsetjee Hospital. A Goanese named Augustine Lorris, a toddy drawer, fell on Sunday from a cocoanut tree at Gaumdevi, a height of about twenty-four feet. He was much hurt and was removed to the hospital.

AGGRAVATED ASSAULT.—A man named Bundoo Ramjee was charged before the Acting Senior Magistrate yesterday with assaulting a Hindoo woman named Luxmee. Complainant said—"I know defendant, who is a rent-collector in the service of my landlord. Last night, between seven and eight o'clock, I was in my room on the third floor. Defendant came into my room, held me by my arm, pulled me out, and kicked me on my side, and gave me two blows with his fist. I was with my two children. He took them out also and locked up the room. A sepoy came and took both of us to the chowkey. At mid-night the landlord came, opened the room, and allowed me to remain there." The magistrate upon the evidence adduced adjudged the prisoner guilty and sentenced him to fourteen days' rigorous imprisonment.

REWARD TO THE POLICE.—Yesterday Mr. Hajee Zakeria Hajee Gool Mahomed, a Mahomedan merchant, forwarded to the Commissioner of Police Rs. 150, to be distributed amongst those members of the detective police who exerted themselves in the recovery of his property, consisting of jewellery, of the value of Rs. 5,300, and which was stolen by a servant of his named Hussoo Khotu Sydoo Ahmed on the 30th December 1873. The accused with seven others were subsequently arrested by the detective police on a charge of stealing the aforesaid property. They were committed by Mr. Nana Morojee for trial at the High Court, when seven of them were convicted, and four of whom sentenced to two years' rigorous imprisonment each, and the remaining three to three years each.

EXAMINATION LEAVE IN CONTINUATION OF PRIVILEGE LEAVE.—The Commissioner in Sind, in a memorandum dated 4th March last, submitted copies of communications from the Accountant-General, who objected to pass salary to Dewan Paroomull in consequence of his having taken examination leave in continuation of privilege leave; stating that section 4, chapter 9, page 193, of the Civil Leave Code, only applies to Covenanted Civil officers, and that Mr. Paroomull was allowed thirty days' examination leave under Government Resolution No. 558, dated the 2nd March 1872; and requested that sanction may be given to the leave in question, as required by the Accountant-General. The following is the Government Resolution on the above, dated the 6th April 1874:—

Resolution of Government.—In future, examination leave granted to uncovenanted officers should be notified by the head of the department who grants it, in the *Government Gazette*. The Accountant General's view, that the absence of a direct order in the Civil Leave Code allowing Uncovenanted Officers to take examination leave in continuation of privilege leave is tantamount to a prohibition of their having that privilege, is, in the opinion of Government, open to question. As, however, the orders of the Government of India admit rules for examination leave being made for Uncovenanted officers as liberal as those for Covenanted officers His Excellency the Governor in Council is now pleased to rule that in future uncovenanted officers may take such leave in continuation of privilege leave. This order is to have retrospective effect in Mr. Paroomull's case.

DAVE CARSON and his troupe left Poo a on Sunday night by the down train *en-route* for Madras, but will make a divergence to Bellary, at Gooty, where he intends giving a series of his inimitable performances, and where he is well known. He has been successful in Poona beyond his expectations.—*Deccan Herald.*

THE WEATHER IN POONA.—We had a complete change in the weather yesterday morning from what we had experienced for the past eight days, the morning broke cloudy and cool with a fine breeze blowing, towards mid-day it became a little sultry, and about three o'clock the black clouds commenced to gather in the distance, and by half-past four the storm in all its fury suddenly burst upon us, and a heavy drownpour, which soon flooded the streets, was the result. The lightning for nearly an hour was continuous and dazzlingly bright, and the loud, sharp rolls of thunder, at short intervals, reminded us of what we have experienced in Southern India on the breaking of the monsoon. We had a very heavy fall of rain for two hours, which must have been of immense benefit in washing the streets and back lanes and cleansing them of the filth which has been accumulating for months. We certainly feel favoured in having had such a cool, refreshing and timely fall.—*Ibid.*

ACCIDENT AT THE BOREE BUNDER RAILWAY STATION.

AN accident occurred at Boree Bunder yesterday by which three persons were somewhat shaken, though fortunately not seriously injured. Four or five waggons were also smashed. It happened in this way. A goods' train was being made up, and whilst backing from the main line on to a goods siding five of the waggons, owing to a mistake of the pointsman, got on to an adjoining line to that on which the main body of the train with the engine was, the effect of which was to throw these waggons violently against the others, when the momentum of the train was brought to bear on them. The men who were hurt were thrown off the waggons by the concussion. Considerable exertion was required to get the main line clear for the incoming and outgoing passenger trains due at 5-30 P.M.

THE CHARGE OF PERJURY ARISING OUT OF THE KOTH SUCCESSION CASE.

THE further hearing of the above case was resumed yesterday at the Fort Police Court, before Mr. Dosabhoy Framjee, Acting Senior Magistrate, when Mr. Payne appeared on behalf of the prosecution, and Mr. Branson for the defence. The following additional evidence was taken:—

Petamber Mooljee said—I am a mehta in the service of Roopaliba, Ranee of Koth. I did not go to Badran in the

INDIAN NEWS.

A CORRESPONDENT at Sundelah informs us that yesterday a most deliberate suicide was committed by an elderly native resident of Hurdui, who threw himself on the rails in front of an advancing train, his body being cut in two. The corpse has been sent into Hurdui for identification and inquest.—*Bangalore Examiner.*

MISHAP ON THE CEYLON RAILWAY.—About a mile on the Kandy side of the Kaduganawa station, this morning's down train was charged by a buffalo from a paddy field. The poor animal was of course cut to pieces by the engine, but presented a sufficient obstacle to force the fore wheels of the engine off the rails. The impetus of the train carried it on for a distance of about 50 yards, ploughing him up the line and smashing the bolts and sleepers. In its course it had to pass over a small iron girder bridge, and it seems marvellous that the engine and carriages did not run over the embankment with fearful effect. There were but four or five Europeans in the train, and they may congratulate themselves upon a most providential escape. An hour was occupied in replacing the engine upon the metals, in which work the passengers rendered valuable aid. The line was all cleared in time for the up train.—*Ceylon Times*, May 8.

SALE OF LIQUOR TO SOLDIERS.—The sudden death of a soldier on the 10th instant has led to the discovery of the agreeptitious sale of liquor in the 40th Regiment. To those who found the Government ration of one quart of beer and one dram (nearly a quarter of a pint) of rum per day insufficient, some one, it seems, dispensed a preparation which bore the name of "rum," but was found, on analysis, to contain less of that favourite liquor than tobacco juice and other even more noxious ingredients. A quantity of this vile stuff was drunk by the deceased the night before his death, but by whom it was supplied is still a matter of inquiry. An enterprising vendor of the adulterated liquor, however, has been arrested, and doubtless the military authorities will speedily decide his guilt or innocence. In justice to the accused it remains to be added that injuries to the spine received by the deceased in a scuffle a day or two previous were the real cause of his death, although the sad event may have been accellerated by the poison he had imbibed.—*Bangalore Examiner.*

ACCIDENT ON THE NULHATTEE RAILWAY.—A singular accident occurred on the Nulhattee State Railway on Wednesday, the 13th instant. The up-passenger train that left Nulhattee at 2-40 in the afternoon for Azimgunge, had proceeded eight miles from Nulhattee, when the driver, on looking back, saw some smoke issuing from the windows of one of the third-class carriages. Thinking it was not all right, he shut off steam, and looking back again, he saw some of the passengers jumping out of the windows. On going to see what was the matter, he found one of the long third-class carriages was on fire in side. The doors were unlocked, and the passengers came out headlong to the earth. As soon as the passengers were all got out, the driver coupled the other carriages and waggon behind, and then running the distance of two telegraph posts with the goods waggons and the burning carriage he cut the waggons off from the carriage, and left it on the line by itself. He then proceeded on to Bokrah Station, four miles distant, to telegraph to Nulhattee. On arriving at Bokrah, he found the communication was stopped, and no message could be sent. He again proceeded back to the eighth mile, and found the burning carriage had been blown back by the wind to the other part of the train, and had set fire to another long third-class carriage, and melted the telegraph wire. A man was sent on foot to Nulhattee to inform Mr. Smith that the train was on fire, and some of the passengers severely injured. Mr. Smith at once proceeded by trolly to the spot, where he found that only the iron-work of the carriages remained. One of the passengers who jumped out of the window was not expected to live the day out. Mr. Dundas, the Superintendent of Police, went down to investigate the case on Thursday. It was stated that some native females were travelling in the third-class carriage with a cloth put up to prevent them from being seen; and while smoking, the cloth must have been driven by the wind in contact with the fire, and caused the accident.—*Indian Daily News.*

THE LATE COLONEL W. B. LEGGATT.—The announcement of deaths at Ootacamund have been heard of late like minute-guns, sad and constantly repeated. In this case we are not affected by the suddenness of the event, or saddened by the idea of its untimeliness. Colonel Leggatt had long been ailing, and at the time of his death had attained the ripe age of nearly seventy-nine. A place to which men retire after bearing for long years "the burden and the heat," must of course, have more than its share of deaths to record. The life of this estimable man was retired and uneventful; but there are few whose lives have been so uniformly consistent as his. The writer knew him long years ago (in 1841) in Cuddalore; There he was, in tone and temper, just the man that Ooty knew for so many years. Kindly hearted in a most unusual degree, genuinely English in his ways of thinking and judging, most hospitable, a thoroughly benevolent man, very free from pettiness, candid in his expressions of opinion, having the reality of goodness in himself, and not easily led to suspect its absence in others; such was Colonel Leggatt. His loss will be a grief to an unusually large circle of children, grandchildren, and great-grand children. To those who were so happy as to know him well, it was very delightful to hear him, speak of his children, and to see how thoroughly they were one with him in feeling and principles. There was in Colonel Leggatt a very real reverence and sincerity of religious conviction which showed themselves in all his life. He was the type of which an Englishman in India should be, tolerant, yet decided as to his own principles; kindly to all, but one who never became in the least degree "Indianized," retaining his English feelings and habits in all their strength to the last. We shall not soon look upon his like again. His sorrowing family have the consolation of knowing that their revered head has gone to the grave in a full age, attended by the love and respect of all men, and that his end was "peace."—*South of India Observer.*

GEOLOGICAL NOTES ON THE ROUTE TRAVERSED BY THE YARKAND EMBASSY FROM SHAHIDULA TO YARKAND AND KASHGAR.

By DR. F. STOLICZKA Naturalist attached to the Embassy.

IN a former communication I had already occasion to notice, that the rocks composing the Kuenlun range near Shahidula, chiefly consist of syenitic gneiss, often interbedded, and alternating, with various metamorphic and quartzose schists. Similar rocks continue the whole way down the Karakash river for about twenty-four miles. After this the road follows, in a somewhat north-westerly direction, a small stream leading to the Sanju-(or Grimm-) pass. Here the rocks are chiefly true mica schist, in places full of garnets. Near, and on, the pass itself chloritic and quartzose schists prevail, in which veins of pale green jade occur, numerous blocks containing this mineral having been observed near the top of the pass. All the strata are very highly inclined, often vertical, the slopes of the hills, and in fact of the entire range, being on that account rather precipitous, and the crests of the ridges themselves very narrow.

To the north of the Sanju pass we again meet with metamorphic, mostly chloritic schists, until we approach the camping place Tam, where, distinctly bedded, sedimentary rocks cap the hills of both sides of the valley. They are dark, almost black, silky slates, resting unconformably on the schists, and are overlain by a grey, partly quartzitic sandstone, passing into conglomerate. The last rock contains particles of the black slates, and is, therefore, clearly of younger age. Some of the conglomeratic beds have a remarkably recent aspect, but others are almost metamorphic. In none of the groups, the slates or sandstones or conglomerates, have any fossils been observed; but they appear to belong to some palæozoic formation. They all dip at from 40° to 50° towards north-east, extending for about one and a half miles down the Sanju valley. Here they are suddenly cut off by metamorphic schists, but the exact place of contact on the slopes of the hills is entirely concealed by debris. The schists are only in one or two places interrupted by massive beds of a beautiful porphyritic gneiss, containing splendid crystals of orthoclase and biotite; they continue for about eighteen miles to the camp Kivaz. On the road which often passes through very narrow portions of the valley, we often met with old river deposits, consisting of beds of gravel and very fine clay, which is easily carried off by only a moderate breeze, and fills the atmosphere with clouds of dust. These old river deposits reach in many places up to about one hundred and fifty feet above the present level of the river, which has to be waded across at least once in every mile.

At the camp Kiwaz the hills on both sides of the valley are low, composed of a comparatively recent looking conglomerate, which in a few places alternates with beds of reddish, sandy clay, the thickness of the latter varying from two to five feet only. These rocks strikingly resemble those of the supra-nummulitic group, so extensively represented in the neighbourhood of Mari. They decompose very readily, covering the slopes of the mountains with lose boulders and sand, under which very little of the original rock can be seen. Near the camp the beds dip at about 40° to north-east, but about one mile and a half further on a low gap runs parallel to the strike, and on the other side of it the beds rise again, dipping with a similar angle to south-west, thus forming a synclinal at the gap. Below the conglomerate there crops out a grey, often semi-crystalline limestone, containing in some of its thick layers large numbers of *Crinoid* stems, a *Spirifer*, very like *S. striatus*, and two species of *Fenestella*. Following the river to north by east, this carboniferous limestone again rests on chloritic schist, which, after a mile or two, is overlain by red sandstone, either in horizontal or very slightly inclined strata. Both these last-named rocks are very friable, easily crumbling between the fingers, particularly the latter, from which the calcareous cement has almost entirely been dissolved out. At Sanju the red sandstone underlie coarse grey calcareous sandstones and chloritic marls, some beds of which are nearly exclusively composed of *Gryphæa vesicularis*, many specimens of this most characteristic middle cretaceous fossil being of enormous size. The *Gryphæa* beds and the red sandstones are conformable to each other, and although I have nowhere seen them interstratified near their contact, there is strong evidence of their being both of cretaceous age. Both decompose equally easily, and the *Gryphæa* beds have indeed in many places been entirely denuded. They have supplied the greater portion of the gravel and beds of shifting sand, which stretch in a north-easterly direction towards the unknown desert-land.

On the road from Sanju to Yarkand, which first passes almost due west and after some distance to north-west, we crossed extensive tracts of those gravel beds, and of low hills almost entirely composed of clay and sand, though we only skirted the true desert country. Locally, as, for instance, near Oi-tograk and Boria, pale reddish sandstones crop out from under the more recent deposits, but they appear to be younger than the cretaceous red sandstones, underlying the *Gryphæa* beds; the former most probably belong to some upper tertiary group. Among the sandy and clayey deposits I was not a little surprised to find true *Loess*, as typical as it can anywhere be seen in the valleys of the Rhine or of the Danube. I might even speak of 'Berg' and 'Thal-Loss,' but I shall not enter into details on this occasion; for I may have a much better opportunity of studying this remarkable deposit. At present I will only notice that commonly we meet with extensive deposits of *Loess* only in the valleys. Its thickness varies in places from ten to eighty, and more, feet; a fine yellowish *unstratified* clay, occasionally with calcareous concretions and plant fragments. In Europe the origin of this extensive deposits was, and is up to the present date, a disputed question. Naturally, if a geologist is not so fortunate as to travel beyond the 'Rhine' or 'Donau-thal,' and is accustomed to be surrounded with the verdant beauty of these valleys, he might propose half a dozen theories, and as he advances in his experience disprove the probability of one after the other, until his troubled mind is wearied of prosecuting the object further. Here in the desert countries, where clouds of fertile dust replace those of beneficial vapour, where the atmosphere is hardly ever clear and free from sand, nay occasionally saturated with it, the explanation that the *Loss is a subaeria deposit*, is almost involuntarily pressed upon one's mind. I do not think that by this I am advancing a new idea; for,—unless I am very much mistaken,—it was my friend Baron Richthofen who came to a similar conclusion during his recent sojourn in Southern China.

Yarkand lies about five miles from the river, far away from the hills, in the midst of a well cultivated land, intersected by numerous canals of irrigation; a land full of interest for the agriculturist, but where the geological mind soon involuntarily falls into repose. And what shall I say of our road from Yarkand to Kashgar? Little of geological interest, I am afraid.

Leaving Yarkand we passed for the first few miles through cultivated land, which, however, soon gave way to the usual aspect of the desert, or something very little better. A few miles south-west of Kokrabad a low bridge runs from south-east to north-west. If we are allowed to judge from the numerous boulders of red sandstone and *Gryphæa* marl, some of considerable size and scarcely river-worn, we might consider the ridge as being composed of cretaceous rocks. But one hardly feels consoled with the idea, that in wading through the sand he should only cross a once cretaceous basin, and that the whole of this country should have remained free from encroachment of any of the kainozoic seas. It is very dangerous to jump to conclusions regarding the nature of ground untouched by the geological hammer. The answer to any doubt must for the present remain a desideratum. On the fourth day of our march, approaching Yanghissar, we also crossed a few very low ridges, but these consisted entirely of gravel and marly clay beds, most of them dipping with a very high angle to south by east, the strike being nearly due east and west. South of Yanghihissar the ridge bent towards south-west, and there was also a distant low ridge traceable in a north-easterly direction, the whole having the appearance of representing the shore of some large inland watersheet. From Yanghihissar to Kashgar we traversed only low land, as usually more or less thickly covered with a saline efflorescence, but still to a considerable extent cultivated. Here in Kashgar the distant heights of the Kuenlun, of the Pamir and Thinshan ranges are ready to unfold their treasures, whether we go in a southerly, or westerly, or northerly direction; geological ground is even nearer to be found in some of the low ridges from twelve to thirty miles distant, while the Moral-bashi forests, lying eastward, invite the zoologist and sportsman. I trust we shall soon be able to see and relate some novelties from our neighbourhood.

Kashgar, 20th December 1873.

NOTE REGARDING THE OCCURRENCE OF JADE IN THE KARAKASH VALLEY, ON THE SOUTHERN BORDERS OF TURKISTAN.

By Dr. Fred. Stoliczka, Naturalist attached to the Yarkand Embassy.

THE portion of the Kuenlun range, which extends from Shahidula eastward towards Kotan, appears to consist entirely of gneiss, syenitic gneiss, and metamorphic rocks, these being quartzose, micaceous, or hornblendic schists. On the southern declivity of this range, which runs along the right bank of the Karakash river, are situated the old jade mines, or rather quarries, formerly worked by the Chinese. They are about seven miles distant from the Kirghiz encampment Belakchi, which itself is about twelve miles south-east of Shahidula. I had the pleasure of visiting the mines in company with Dr. Bellew and Captain Biddulph, with a Yarkandee official as our guide.

We found the principal jade locality to be about one and a half miles distant from the river, and at a height of about five hundred feet above the level of the same. Just in this portion of the range a few short spurs abut from the higher hills, all of which are, however, as usually, thickly covered with debris and sand, the result of disintegration of the original rock. The whole has the appearance as if an extensive slip of the mountain-side had occurred. Viewing the mines from a little distance the place seemed to resemble a number of pigeon-holes worked in the side of the mountain, except that they were rather irregularly distributed. On closer inspection we saw a number of pits and holes dug out in the slopes, extending over a height of nearly a couple of hundred feet, and over a length of about a quarter of a mile. Each of these excavations has a heap of fragments of jade and rock at its entrance. Most of them are only from ten to twenty feet high and broad, and their depth rarely exceeds twenty or thirty feet; only a few show some approach to low galleries of moderate length, and one or two are said to have a length of eighty or a hundred feet. Looking on this mining operation as a whole, it is no doubt a very inferior piece of the miner's skill; nor could the workmen have been provided with any superior instruments. I estimated the number of holes at about a hundred and twenty; but several had been opened only experimentally, an operation which had often to be resorted to on account of the superficial sand concealing the underlying rock. Several pits also which were probably exhausted at a moderate depth were again filled in; their great number, however, clearly indicates that the people had been working singly, or in small parties.

The rock, of which the low spurs at the base of the range are composed, is partly a thin bedded, rather sandy, syenitic gneiss, partly mica and hornblendic schist. The felspar gradually disappears entirely in the schistose beds, which on weathered planes often have the appearance of a laminated sandstone. They include the principal jade-yielding rocks, being traversed by veins of a pure white, apparently zeolitic mineral, varying in thickness from a few to about forty feet, and perhaps even more. The strike of the veins is from north-by-west to south-by-east, or sometimes almost due east-and-west; and their dip is either very high towards north, or they run vertically. I have at present no sufficient means to ascertain the true nature of this vein-rock, as it may rather be called, being an aggregate of single crystals. The mineral has the appearance of albite, but the lustre is more silky, or perhaps rather glassy, and it is not in any way altered before the blowpipe, either by itself, or with borax or soda. The texture is somewhat coarsely crystalline, rhombohedric faces being on a fresh fracture clearly traceable. It sometimes contains iron pyrites in very small particles, and a few flakes of biotite are also occasionally observed. This zeolitic rock is again traversed by veins of nephrite commonly called jade; which, however, also occurs in nests. There appear to be two varieties of it, if the one, of which I shall presently speak, really deserves the name of jade. It is a white tough mineral, having an indistinct cleavage in two different directions, while in the other directions the fracture is finely granular or splintry, as in true nephrite. Portions of this mineral, which is apparently the same as usually called white jade, have sometimes a fibrous structure. This white jade rarely occupies the whole thickness of a vein; it usually only occurs along the sides in immediate contact with the zeolitic vein-rock, with which it sometimes appears to be very closely connected. The middle part of some of the veins and most of the others entirly consists of the common green jade, which is characterized by a thorough absence of cleavage, great toughness, and rather dull vitreous lustre. The hardness is always below 7, generally only equal to that of common felspar, or very little higher, though the polished surface of the stone appears to attain a greater hardness after long exposure to the air. The colour is very variable, from pale somewhat darker green, approaching that of pure serpentine. The pale green variety is by far the most common, and is in general use for cups, mouth-pieces for pipes, rings and other articles used as charms and ornaments. I saw veins of the pale green jade fully amounting in thickness to ten feet; but it is by no means easy to obtain large pieces of it, the mineral being generally fractured in all directions. Like the crystalline vein-mineral, neither the white nor the green variety of jade is affected by the blowpipe heat, with or without addition of borax or soda. Green jade of a brighter colour and higher translucency is comparatively rare, and, already on that account, no doubt much more valuable. It is usually only found in thin veins of one or a few inches; and even then it is generally full of flaws.

Since the expulsion of the Chinese from Yarkand in 1864, the jade quarries in the Karakash valley have become entirely deserted. They must have yielded a considerable portion of the jade of commerce; though no doubt the workmen made a good selection already on the spot, taking away only the best coloured and largest pieces; for even now a great number of fair fragments, measuring 12 to 15 inches in diameter, form part of the rubbish, thrown away as useless.

The Belakchi locality is, however, not the only one which yielded jade to the Chinese. There is no reason to doubt the existence of jade along the whole of the Kuenlun range, as far as the mica and hornblendic schists extend. The great obstacle in tracing out the veins, and following them when once discovered, is the large amount of superficial debris and shifting sand which conceal the original rock *in situ*. However, fragments of jade may be seen among the boulders of almost every stream which comes down from the range. We also observed large fragments of jade near the top of the Sanju pass, which on its southern side at least mostly consists of thin bedded gneiss and hornblendic schist.

Another rich locality for jade appears to exist somewhere south of Kotan, from whence the largest and best coloured pieces are said to come; most of them are stated to be obtained as boulders in a river bed, though this seems rather doubtful. Very likely the Chinese worked several quarries south of Kotan, similar to those in the Karakash valley, and most of the jade from this last locality was no doubt brought into Kotan, this being the nearest manufacturing town. A great number of the better polished ornaments, such as rings, &c., sold in the bazaar of Yarkand, have the credit of coming from Kotan; possibly they are made there by Chinese workmen, but the art of carving seems to have entirely died away, and indeed it is not to be expected that such strict Mahomedans as the Yarkandees mostly are, would eagerly cultivate it. If the Turkistan people will not take the opportunity of profiting by the export of jade, or if no new locality of that mineral is discovered within Chinese territory, the celestial people will feel greatly the want of the article, and good carved specimens of jade will become great rarities. The Chinese seem to have been acquainted with the jade of the Kuenlun mountains during the last two thousand years, for Kotan jade is stated to be mentioned * " by Chinese authors in the time of the dynasty under Wuti (B. C. 148—86)."

Yarkand, 14th November 1873.

* Yule's Marco Polo, vol. 1, p. 177.

ACHEEN.

GENERAL VAN SWIETEN and the bulk of the Dutch army left Acheen on the 20th untimo and are ere this, we suppose, well nigh Batavia. Before leaving Acheen his Excellency is reported to have issued the following proclamation to the Achenese headmen :—

"Lieutenant General J. Van Swieten, Aide-de-Camp of the King, Commander-in-Chief of the Army and Navy, Plenipotentiary of the Netherlands India Government at Acheen.

To the headmen and the people of the three Sagies in Acheen Proper.

I acquaint you that my engagements will not allow me to remain longer at Acheen, and that I have charged Colonel L.T.T. Pel with the administration of affairs at Acheen; he will continue to act in the manner pointed out by me.

I have been here almost five months, and I had hoped that the headmen would have come to me, in order to conclude peace and to arrange affairs.

This would have been for your own interest, for you soon will see that all the dependent states that have placed themselves under the flag of the Netherlands will enjoy tranquillity and prosperity and that they will incur no disadvantage whatever by having come under the protection of a great power. If the chiefs of Acheen Proper had come to me, I should have consulted with them as to who could have been entrusted with the Government of the three Sagies, for I repeat here what I have so often asserted—we do not wish to interfere with your religion, neither with your national customs, nor yet with your domestic matters. We desire no direct government, nor do we wish to draw any profit from you. We only wish that the Government should be a just one; that the stealing of human beings and the theft of goods, whether on land or at sea, should cease, and that traders from foreign parts should enjoy security, and this especially in order to create prosperity and tranquility amongst the people, and thereby put an end to all cruel and devastating wars.

The above are sins that are also condemned by your own Prophet and that you nevertheless have hitherto committed with his name upon your lips.

Therefore he has left you, and God has been with us in this war.

I return to Java with some of our soldiers, but I have already had them replaced by others. Do not therefore believe that our force has become feeble, for as many will remain here as were present at the commencement of the war.

All that Tunkoe Payah has written to you from Penang on the 20th of the month Maharam 1291 (3rd March, 1874) is untrue, with the exception of the latter part, where he blames you for having murdered my envoy.

They are not your friends, who like Tunkoe Payah encourage you to continue the war. Do you think that we do not know our own strength, or that we would have commenced this war without not only the determination but also the power and means of bringing it to a successful end?

No, the Dutch are not so foolish. "Kotta Radja" will always remain in our possession, but under our supremacy it will become a prosperous town, and you yourselves will derive the greatest benefits therefrom if you will hold council so that we can entrust the government of the three Sagies to one of your most trustworthy chiefs.

These are my words, and they are words of truth.

Written at Acheen on the 23rd of April, 1874."

The position of the Achinese is at the present moment really such a helpless one, that, on the broad grounds of humanity it is to be hoped an amicable settlement will be arrived at between them and the Dutch. Situated as the former are at present, with the latter in possession of their capital (which they have fortified), and deserted by several of the minor states, such as Pedier, it is impossible that they can ever be able to make headway against any European power. It is quite true that they may be able to protract the struggle for an indefinite period by carrying on a sort of guerilla warfare, which doubtless may be very harrassing to their enemies, but will be of no benefit to themselves, and may eventually lead to the imposition of harder terms than those now offered. They have an opportunity of dealing with an enemy willing to treat: should the struggle be prolonged, however, exasperation may lead the Dutch to impose terms which will weigh far heavier on their foes, who will not be in a position to refuse them. That the Achinese must submit to the Dutch, and that, at no very distant date, every man among them ought to understand by this time, and the sooner they do so with a good grace the more chance have they of being able to ensure the fulfilment of the promises made to them in the several manifestoes issued by General Van Swieten. The eyes of Europe as well as of America are on the Achinese, and strong feelings of sympathy and interest have been awakened in their favour from the noble manner in which they have fought for their independence. In the face of this sympathy and interest it is by no means likely that the Dutch will attempt to go back on their promises. Taking all these circumstances into consideration we must accept General Van Swieten's statement contained in the above address, that they are not the friends of Acheen who, like Tunkoo Payah, encourage a continuance of the war.—*Penang Gazette.*

CHINA AND JAPAN.

JAPAN.

IT is now stated that only 2,000 soldiers will be despatched to Formosa.—Lieutenant Commander Cassell U.S.N. of the Ashuelot goes with the expedition, as does also General Le Gendre. The vessels despatched are the Kuroda and Nepaul.—It has been decided to establish a parliament of two houses, the members of the one being nominated, and of the other representative.—The first railway train has been run on the Kobé-Osaka line.—Mr. Hannen, late assistant judge, has left Yokohama to practice in Hongkong.

CHINA.

THE schooner Scotland is said to have been totally lost at Chimmo Bay.—The banditti have disappeared from New-chwang.—The Peking examinations commenced on the 23rd. It is calculated that some twenty thousand persons visit the capital in consequence.—A lodge of Good Templars is to be opened at Shanghai. — It is said that the forthcoming number of the *Peking Magazine* will contain an article from the pen of Mr. Wade, C. B., on the Imperial Audience. — Trouble has arisen at Chinkiang from a native tradal combination against foreign opium dealing.—Chinese troops are being sent to Formosa, but whether to act with or against the Japanese is not stated. — Madame Arabella Goddard's visit to Shanghai was very successful. The conduct of some of the audience forms, however, the subject of strong animadversion in the local papers.

HONGKONG.

H. M. S. IRON DUKE left for the north on the 20th ultimo.—A public address has been presented to Major-General Whitfield on his leaving the colony by the present mail.—A complimentary address was presented by the Chinese to Captain Harris, agent of the Pacific Mail Company, on his leaving for New York by the last steamer.—The coolie trade, under amended regulations, is to be resumed at Macao.—The owners of the Wan-Loong have given compensation to the relatives of those drowned in the recent catastrophe.—The Hongkong, Canton and Macao Steam-boat Company are running a ferry steamer between Hongkong and Kowloong.—The Waising lotteries still flourish at Canton.—An important ordinance called the "Chinese emigration consolidation ordinance" has been read a first time in the Legislative Council—Chiarini's Circus is giving very successful performances.—Madame Arabella Goddard left for Australia by the French mail of the 23rd.—*China Mail.*

A PRIVATE letter from Penang gives the particulars of the death of the Rev. A. S. Malet, Chaplain of the H. M. S. Cadmus, by falling or jumping overboard from the P. & O. steamer Avoca shortly after leaving Singapore. It appears that shortly after the pilot left the steamer, and when off the Cyrene Shoal, a man was reported overboard. The engines were stopped immediately and a boat lowered, of which the chief officer took charge and pulled back over the wake of the ship for about a mile and a half, and when returning cruised across her track at angles, without seeing anything of the unfortunate man. After the boat returned to the ship, the steamer's engines were reversed and she was backed slowly over her track, with several men aloft on the look-out, but nothing could be seen of him; and as no hope remained, she then signalled "suicide" to the Singapore flagstaff, and proceeded on her voyage. The deceased was a passenger from Shanghai for Southampton, and had appeared during the voyage to be in a weak state of mind. It was thought by some on board the vessel, that his watching the Malay boys diving beside the vessel had so possessed his mind that he had himself plunged overboard in imitation of them. It is, however, quite as probable, and more reasonable, to suppose that he had become giddy while looking over the rail into the water, and losing his balance had fallen overboard. As there is a strong under-current where the accident occurred, it is not probable the body will ever be recovered.—*Straits Times.*

THE JAPANESE EXPEDITION TO FORMOSA.

THE Formosan expedition begins to assume a definite shape. The idea is to land a number of troops on the portion of the island over which China has said she claims no sovereignty, and where dwell those savages who dealt so roughly with the Japanese subjects. Of the precise intention we are not quite sure, but it looks as if a joint occupation with China of the island of Formosa had been resolved upon. If this be so, it is a sorry look-out for Japan, for China would not be indifferent to such a proposal, were there anything in the part of the island the Japanese troops are going to worth caring for; and to land, and form a camp, and remain any length of time would involve considerable expense, for which there would be no possibility of an adequate return. There is also the probability of the natives giving a good deal of trouble, and of many lives being lost—lives which may be said to be far more valuable than those of the Formosan cannibals.

The only intelligible advantage that, as it appears to us, can be gained by such an expedition, is to give the army and navy administrators and the generals and officers engaged a practical idea of the requirements and expense of a foreign expedition, and of the proper method of conducting it. If this be the idea of the Government, we can understand it; but we have not heard this hinted by any Japanese. With the experience of Saghalien, and the trouble arising from the joint occupancy with Russia, surely Japan cannot have any notion of a permanent lodgment in Formosa, with the almost certainty of coming into antagonism with China sooner or later. As to the moral effect of the expedition upon the natives, it must at best be of a very ephemeral character, if even the expedition should be successful at first, which is quite doubtful.

Several foreign master mariners, in whose competency the Government has long learnt to feel confidence, have been engaged as pilots and sailing masters, but they have no rank as officers in the Japanese service, and are simply for the duty of navigating the ships on what is recognised to be a dangerous coast.—*China Mail.*

THE LOSS OF THE "NIL."

TO THE EDITOR OF THE "JAPAN GAZETTE."

SIR,—In view of the sad emotions into which the loss of the Nil has thrown the foreign community of Yokahama, I have been for some time desirous of giving to the public, through the press, some information as to the circumstances which led to the loss of this unfortunate steamer. Unfortunately the small number of survivors from the accident (two sailors, the ship's baker, and a cook—a passenger), and, above all, their incompetence to give any exact account of the disaster, made me fear to give particulars which might not be correct, so that I saw myself obliged to await the result of the painful and laborous search which has just terminated.

The Nil left Hongkong on the 13th of March. Up to the 20th, the passage was accomplished as is usual at this time of year—that is to say, with rough and fine weather alternately. During the day, on the 20th, the weather became cloudy, the sea rough, and the wind blew with great violence from the S.E. In consequence of the state of the atmosphere, observations were not able to be taken at midday. At night, the fog had become very thick, it rained heavily, and the sea was extremely rough.

About 10 in the evening, Capt. Samat must have supposed from his dead reckoning that he was in sight of the light-house on Rock island, but the darkness of a rainy and foggy night prevented the rays of light being seen, and not perceiving a light to guide him, he ordered speed to be slackened. They were then steering N.E., with staysails and the two jibs set, when, at about a quarter past eleven o'clock, a slight shock was felt. The vessel, drawn out of her course by the violent currents, of which so little is known, and which surround these islands, the captain found himself entangled in the midst of rocks, from which it was impossible to extricate himself.

The group of rocks upon which the Nil was lost is known to the inhabitants of the coast as Mitsun Ichi. It is composed of three principal ones, forming a triangle, of which the base is towards the sea; and in the limit of which all evolutions are impossible to a steamer of the dimensions of the Nil. The only means by which the unfortunate steamer could escape was in going astern or in crossing the line of rocks. At the moment of the shock Captain Samat, who was upon the bridge, immediately gave the order to go astern and to take in sail, but scarcely had the engines made one revolution before one of the piston rods broke so the order could not be executed. However, he was forced at any price whatsoever to extricate himself from his present perilous situation. The steamer, deprived of all help from her engines, could no longer be steered; it had simply become the plaything of a furious sea, and struck with violence against the rocks, the water rushing in at an opening made in the fore part of the hull. The captain then probably resolved to attempt the only hope of saving his ship, that is to say, by crossing the line of breakers ahead of him, and upon which the wind and the sea were driving him. Perhaps he observed at a short distance on the other side of the rocks a small bay, where he may have hoped his vessel would have run aground, and thus save the lives of the passengers and crew. The captain ordered the jibs to be run up, the main topsail to be loosed. The main top-gallant sail (?) was prepared. Assisted by the sails, and helped also a little by the only engine that was in working order, but which was too feeble of itself to work them astern, the Nil forged ahead; but all efforts were futile, for, in a moment, the vessel found herself upon a rock. It was then that the captain, seeing the equal impossibility of following out his ideas, and doubtless hoping to await daylight, and thus save the ship and effect a landing under less perilous conditions, gave the order to let go the two anchors and take in sail, but these last orders had not time to be wholly executed.

The apertures in the ship's hull were so considerable, and the hold filling rapidly, she began to plunge forward, when an enormous wave caused her to slide upon the rock, where her stern still touched, and cross the rock; when she immediately went down, bow first.

At the last moment, the two sailors managed to launch a small boat, and thus effected their own rescue.

In view of his almost unhoped for escape, one immediately asks oneself why all the boats were not launched, and one is naturally led to think that by this means,—if not all, at least a great number, of the unfortunate victims might have been saved.

Is there not, however, room to believe that if only two sailors were enabled to launch a boat and thus save their lives, it might not have been the same, in a general order, when it was a question of embarking nearly a hundred persons in the midst of a furious sea? It is beyond doubt that, in a similar case, and similar accidents prove it, that there is confusion, the captain and officers are little, if at all, listened to, and the violent haste, easily explained under such circumstances, is often the cause of the death of a great number.

The last orders of Capt. Samat seem to prove that he was under the impression that his steamer had run upon a bank; thus the lives of those on board would be, for a few hours at least, out of danger, and this seems also to have been the opinion of most of the others, as the deposition of the baker Michel proves.

The two sailors who had managed to launch the boat invited Michel to join them, but he refused, thinking the means of escape too critical. He thought, as he declares, "that the ship was then aground, and that all danger for the present had disappeared." These are doubtless the motives which prevented Capt. Samat from attempting this means of rescue, and it was in doing his utmost to save everyone that the loss of all became fatally certain.

This, Mr. Editor, is the only information that it is possible for one to give upon the circumstances which probably led to the loss of the Nil. I say "probable circumstances," for those to whom any responsibility whatsoever could attach, and who alone could throw a light upon the gloomy drama of the night of the 20th March, perished at their post, giving a noble example, followed by all on board, struggling courageously with death until the end. Veuillez agréer, Monsieur, &c.

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